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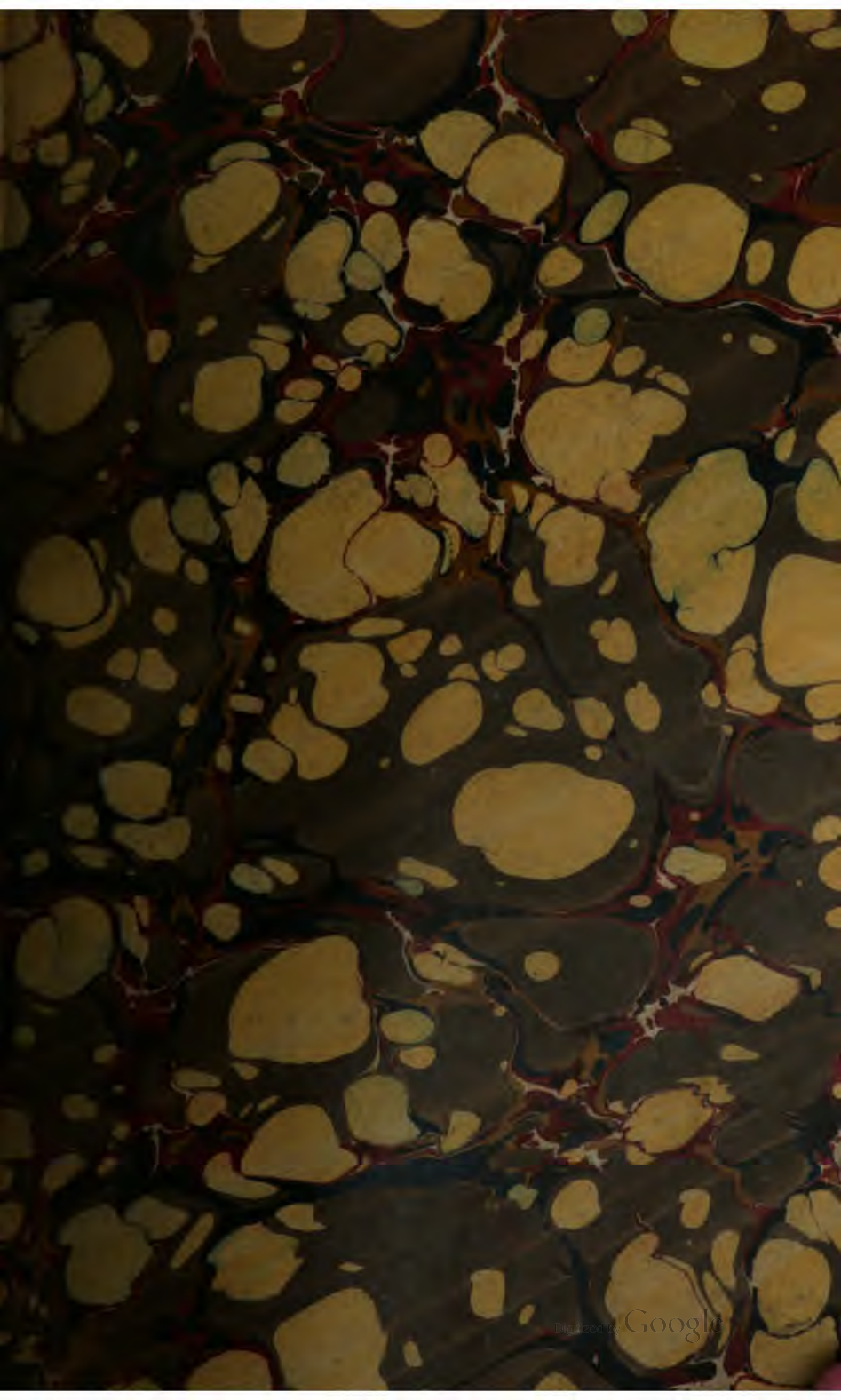
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Thomas Peere Williams Netham,

H.M.S. St George

THE

NAVAL HISTORY

OF

GREAT BRITAIN,

FROM THE YEAR

MDCCLXXXIII TO MDCCCXXII.

BY

EDWARD PELHAM BRENTON, Esq.

CAPTAIN IN THE ROYAL NAVY.

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THE

NAVAL HISTORY

OF

GREAT BRITAIN.

CHAP. I.

West Indies from 1793 to 1795—Capture of Tobago—Arrival of Rear-admiral Gardner with a squadron—Attacks Martinique—Is defeated—Conduct of emigrants—Rear-admiral returns to England—Depressed state of French marine—Capture of L'Inconstante—Gallant action of Antelope packet—St. Domingo—Conduct of England and of France—Slave-trade—Conduct of Polveral, Sarthonax, and Ailhaud—Conflagration and massacre at Cape Francois—Invasion of St. Domingo by the English—Impolicy—Capture of Jeremie and Cape Nicholas mole—Parallel between Toulon and St. Domingo — Reinforcements — Capture of Port au Prince with valuable property — Reverses—Sickness—General Horneck arrives—Observations of Mr. Edwards on the errors of our plans—Sailing and squadron of Sir John Jervis—Arrival at Barbadoes—Yellow fever—Attack on Martinique—Combined naval and military operations—Capture of St. Pierre—Description of the town—Method of treating seamen—Arrival of his Royal Highness Prince Edward—Rash act of Captain Faulknor—Gallant conduct of Lieutenant Richard Bowen—Affair of the Asia—Daring intrepidity of Faulkner, who scales the walls of Fort Louis—The Governor capitulates—Attack and capture of St. Lucia, Guadaloupe, Mariegalante, and of the Saints—Completes the reduction of French islands—Reflections—Vice-admiral Caldwell and General Sir John Vaughan arrive at Guadaloupe, and relieve Sir John Jervis and Sir Charles Grey, who return to England in the Boyne.

HAVING endeavoured to make our readers acquainted with the state of the West-India islands, and the claims they have on the mother-country,

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we proceed to events which occurred on the station after the commencement of hostilities in Europe.

On the 15th of April, Vice-admiral Sir John Laforey, in conjunction with Major-general Cuyler, attacked and took the island of Tobago. The French made some resistance, but our troops and seamen overpowered every obstacle.

On the arrival of Rear-admiral Gardner at Barbadoes, Sir John Laforey returned to England.

The squadron under the command of the Rear-admiral was as follows, viz.

Ships.	*Guns.*	*Commanders.*
Queen	98	Rear-admiral Gardner Captain Hutt
Duke	98	Honourable G. Murray
Orion	74	Sir Thomas Rich, Bart.
Hector	74	G. Montague
Hannibal	74	Sir James Wallace
Heroine	32	Allan Gardner
Iphigenia	32	Patrick Sinclair
Rattlesnake	14	A. Mouatt.

The land and sea forces immediately prepared to commence offensive operations.

Martinique, the finest and most fruitful of the French windward islands, was the first object of attack; and the internal discord of its inhabitants offered a fair prospect of success. An additional land-force was put on board, making up the number of three thousand men; these were under the command of Major-general Bruce. The run from Barbadoes to Martinique being directly to leeward, occupies but a few hours. The landing was

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effected with little resistance; but the French, like other people in cases of invasion, forgot their political differences to oppose the common enemy. The force employed, totally inadequate to the undertaking, was compelled to retreat with loss, leaving many of the unhappy emigrants to the merciless rage of their countrymen, by whom they were murdered or put to death in cruel torments.

This is one among many other facts tending to prove the ignorance of the colonial department of that day, as to the real state of the foreign settlements of the enemy, and of their placing too much reliance on the integrity of the emigrants, who were not unfrequently in the pay of their own government, while they pretended to furnish correct information to ours; thus making a profitable employment from our credulity, and trading in the blood of their fellow-creatures. The most honourable exceptions must however be made of this unfortunate class of people, and particularly of two officers in the French navy—the Viscomte de la Riviere, captain of La Fame, a French ship of seventy-four guns, and Mons. ———, captain of the Calypso frigate—who placed themselves under the orders of the British Admiral, and used their utmost exertions to save as many of their countrymen as they could bring away; after which they proceeded to Trinidad and joined the Spaniards, at that time our friends and allies.

The Rear-admiral on the failure of this attempt, unable to effect any other object in the Caribean

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seas, detached the Hannibal and Hector to reinforce Commodore Ford at Jamaica, and returned with the remainder of his squadron to England.

Nothing more clearly evinces the truth of our assertion, in the early part of this work, of the decline of the French marine, than the very small force which the government of France was enabled to send out at the commencement of the war for the protection of its most valuable colonies.

In the ports of St. Domingo, they had only three sail of the line and four frigates, and on the windward island station the naval force was far less considerable. At the conclusion of the American war, the combined fleets of France and Spain were stated in the house of commons to amount to seventy sail of the line, ready to act in the West Indies, where we had no more than forty sail to oppose them:* while in the East Indies, we find Suffrein with a fleet superior to Sir Edward Hughes, taking from us the port of Trincomalee; and D'Orvilliers, in the Channel, bidding defiance to Keppel. In 1794, the French, defeated in the Bay of Biscay, were glad to regain their port; in the Mediterranean they were on the brink of ruin, had not one ship of the line in the East Indies, only three in the West, and lost all their foreign possessions in both hemispheres.

In the month of November, Captains Rowley of the Penelope, and Sinclair of the Iphigenia, of

* See page 6, vol. 1, of this work.

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thirty-two guns each, fell in with the French frigate L'Inconstante of thirty-six guns and three hundred men, which they captured after a short action, and carried her into Port Royal: in the same month the Antelope packet, on her way to England from Jamaica, fell in off Cumberland harbour with a French privateer, which ran on board of the packet, but was so warmly received that he would have retreated, when Mr. Pasco, the boatswain of the Antelope, on whom the command had devolved, went aloft and lashed the squaresail-yard of the privateer to the fore-shrouds of the Antelope, while the crew and the passengers plied them so effectually with grape and musketry, that they called for quarter and surrendered: her name was the Atalante; she mounted eight guns, three-pounders, and had sixty-five men, of whom eight were killed and nineteen wounded. The Antelope had six guns, three-pounders, and twenty-one men; her captain, Mr. Curtis, and three men, were killed, and four wounded.

The troubles of St. Domingo had in a great measure endangered the safety of Jamaica. From what we have already observed, the reader we trust is convinced, that whatever might have been the horrors and the crimes committed in St. Domingo, England was not only entirely guiltless of them, but that it was her interest as well as her duty to bring those desolating scenes to a speedy termination; and we shall prove that by such motives her farther proceedings were guided.

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The letter of the Abbe Gregoire* to the people of colour, aggravated the evils which had originated with himself and his colleagues (the Amis des Noirs), and now forms a striking contrast with the accounts which we daily† receive from the coast of Guinea. The ardour with which the slave-trade is carried on by France in defiance of treaties made with Great Britain, and notwithstanding the tremendous chastisement that has been inflicted on the colonists by the victims of that inhuman traffic, proves that where vice is supported by the prospect of gain, it becomes incorrigible.

* Edwards, vol. 1, p. 100.

† We make the following extract from Mottley's Hampshire Telegraph, a valuable weekly journal, that has been long and faithfully devoted to the interests of the empire, and particularly of the navy.

"Portsmouth, August 3d, 1822. Slave-trade.—On Wednesday morning arrived a French brig called La Vigilante, she having been captured with several others in the act of slave-trading (having three hundred and forty-three on board), in the river Bonny, north of the line: they were boarded by the boats of his Majesty's ships Iphigenia and Myrmidon, manned with one hundred and fifty seamen under the command of Lieutenant G. W. St. John Mildmay, after a most severe contest, in which two seamen were killed and seven wounded. It is not known how many slaves suffered in this vessel, as many of them jumped overboard, and were destroyed by the sharks. Lieutenant Mildmay came home in charge of the Vigilante, and on landing set off to the admiralty, with despatches from Commodore Sir Robert Mends. There were taken at the same time four other vessels, two French and two Spanish. The whole number of slaves captured amounts to one thousand one hundred and forty-five; they were generally chained two and two, their arms and legs dreadfully lacerated with the irons, and in this state many of them jumped into the sea to avoid the miseries to which they were exposed."—Are these the friends of liberty, the enlightened French and Spaniards of the nineteenth century! The whole of the vessels were liberated in England by an order from the admiralty; and Lieutenant Mildmay, for his gallant conduct, was deservedly promoted to the rank of commander.

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The commissioners from the national convention, Polveral, Santhonax, and Ailhaud, reached Cape Francois in September, 1792:* but, far from healing the wounds of civil discord, these infamous men invited the blacks to their assistance by the promise of plunder; and in the following year completed the ruin of the colony, and the destruction of the whites and mulattoes, by the massacre of the inhabitants, and the conflagration of the city of Cape Francois. When the last of these unhappy people had rendered up their breath, or escaped to the ships in the harbour, Santhonax was seen embracing the chiefs of the blacks, and heard to thank them for their exertions: called before the national convention to account for his conduct, he was by that assembly pronounced "guiltless!"

We have now come to the origin of our invasion of St. Domingo. Mr. Edwards states† that so early as 1791, overtures had been made by the white inhabitants to the British government to take the French part of the island under its protection. This offer was of course rejected; but when the government of France, in 1793, declared war against us, other measures were resorted to. The rebellion in St. Domingo threatening the safety of our colonies, it became a duty to oppose some check to the power of the blacks, and for the sake of humanity to save the lives of the whites who implored our protection. The overtures were

* Vol. 3, p. 117. † Ibid. p. 148.

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therefore listened to, and the Count de Charmilly, one of the planters, was furnished with despatches from the Secretary of state to General Williamson, the lieutenant-governor and commander-in-chief at Jamaica, signifying his Majesty's pleasure that terms of capitulation should be accepted from the inhabitants of St. Domingo, and permitting his Excellency to send such troops to their assistance as in his judgment might be spared from the island.

At this time the force of the French in St. Domingo amounted to twenty-two thousand men, six thousand of whom were blacks inured to the climate, about the same number Europeans, and the remainder mulattoes and creoles.

Unless the British government acted on the most groundless information, it is impossible to conceive what hopes of success it could have entertained from the perilous expedient of draining Jamaica of its white troops, and attempting the reduction of St. Domingo with eight hundred and seventy men; while the blacks would have mustered, and perhaps had little short of, one hundred thousand in arms to oppose them: such however are the facts; and we much fear that posterity will hesitate to believe that the ministers of George the Third could have been so much deceived.

With this small force however the reduction of St. Domingo was undertaken. It sailed from Port Royal on the 9th of September, 1793, escorted by Commodore Ford in the Europa of fifty guns,

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with five frigates. On their arrival at Jeremie they were received by the unhappy planters with tears of joy and gratitude, as deliverers sent by "the bravest and most generous of nations." They entered the town amidst the shouts and acclamations of the whites: the British colours were hoisted, and those of France torn down by her own people, while royal salutes from the forts announced that the French side of St. Domingo was about to become a British colony. From this place the Commodore proceeded to Cape Nicholas mole, which he entered in the same manner; and the troops, though limited in number, were now in quiet possession of two important points of the island, namely, Cape Dona Maria and Cape Tiburon, embracing the bight of Leogane and the gulf of Gonaves, commanding the windward passage, and consequently the greater part of the trade of the island and its capital, Port au Prince. Exclusive, however, of the situation, these places had few other advantages. Cape Nicholas mole, like Toulon, though a fine harbour, was surrounded by heights which, unless occupied by our troops, would be the means of driving us out. Unhappily the similitude did not end here: the inhabitants, like the Toulonese, no sooner saw the British forces within their walls, than they manifested the strongest hostility towards them; and the attacks on Toulon and St. Domingo had, from almost similar causes, the same issue. The yellow-fever raged in our little army, and on board our ships of

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war; and the mortality became so great, as to render a speedy retreat a matter of necessity, unless reinforced: General Williamson therefore sent another detachment, amounting altogether to between seven and eight hundred men, leaving the island of Jamaica to the care of less than four hundred regular troops.

Eight months had elapsed since our first landing before any reinforcement arrived from England: in the mean time sickness had reduced the whole number of British troops on the island to nine hundred effective men.

On the 19th of May, the Irresistible of seventy-four guns, the Belliqueux of sixty-four, and the Fly sloop, with a convoy of transports, arrived in the harbour of Cape Nicholas mole: these vessels had on board the flank companies of the twenty-second, twenty-third, and forty-first regiments, under the command of Brigadier-general Whyte, who, in conjunction with Commodore Ford, immediately proceeded to the attack of Port au Prince. The squadron was composed of three ships of the line, viz. Irresistible seventy-four, Sceptre sixty-four, Belliqueux sixty-four, the Europa fifty, and some frigates and sloops, with one thousand four hundred and sixty-five soldiers. The place was speedily carried by the gallantry of the troops, and the active co-operation of the ships of war, which kept up a heavy fire on the enemy's works. Fort Bizottin, standing on a commanding eminence, was stormed and carried by Captain Daniel of the

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forty-first, at the head of sixty men, who in the midst of a violent thunder-storm entered the embrasures with fixed bayonets, and rendered themselves completely masters of the place, which overlooked the town of Port au Prince. The gallant Major Spencer, who commanded the whole of the detachment sent to this attack, followed up the blow and entered the town in triumph, just in time to save that and the shipping from an intended conflagration. The value of the shipping and merchandise captured in the town and harbour, was estimated at 400,000*l.*

The enemy attempted to retake the post of Tiburon, but were defeated by a small force headed by Captain Bradshaw, and assisted by the fire of the Success frigate, under the command of Captain Roberts.

With the capture of Port au Prince we conclude the history of our success in St. Domingo. The scene from this time until our final evacuation of the island, is clouded with disasters. The blacks, inured to the climate, and possessing an accurate knowledge of the country, were more than a match for the enervated Europeans: valour and science were overpowered by numbers, local knowledge, and perseverance; and though reinforcements were sent from to windward in as great numbers as could be spared, they came not to partake in the glory of preserving the conquest, but to end their days in the hospitals of Port au Prince: so rapid, says Mr. Edwards, was the mortality, that the

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frigate which conveyed the flank companies became a house of pestilence. More than one hundred were buried in the deep in the short passage between Guadaloupe and Jamaica; and one hundred and fifty were left in a dying state at Port Royal: upwards of forty officers and six hundred rank and file met their fate by sickness within two months after the surrender of Port au Prince. The negroes and the mulattoes joined against them, and even success diminished their numbers. Colonel Brisbane held them in check for a time, and compelled them to sue for peace on the plains of Artibonite; but the force of the enemy was too great for him to resist. General Horneck arrived while affairs were in this situation, and found the British forces pent up in the forts of Bizottin and Dauphin in the northern provinces, while in other parts of the island our weakness was so apparent, as to invite the attack of the blacks; and we must agree with the author of the History of the West Indies,* that if a greater force could not have been spared for the occasion, the conquest of St. Domingo should never have been undertaken. One observation of the same author carries conviction along with it: nor is it easy to conceive what objection could have been offered to a proposition so reasonable.

"Perhaps," says Mr. Edwards, "the most fatal oversight in the conduct of the whole expedition, was the strange and unaccountable neglect of not

* Edwards, vol. 3, p. 183.

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securing the little port of Jacmel on the south side of the island, previous to the attack of Port au Prince. With that post on one side of the peninsula, and the post of Acul in our possession on the other, all communication between the southern and the two other provinces would have been cut off; the navigation from the windward islands to Jamaica would have been made secure, while the possession of the two capes which form the entrance into the bight of Leogane (St. Nicholas and Tiburon) would have protected the homeward trade in its course through the windward passage. All this might have been accomplished; and we think it is all that, in sound policy, ought to have been attempted. As to Port au Prince, it would have been fortunate if the works had been destroyed, and the town evacuated immediately after its surrender."

The enemy, by retaining possession of the ports of Jacmel and Les Cayes, effectually commanded the windward passage from Jamaica, through which our trade generally returned to England, and by the swarms of privateers did us incredible mischief.

By the treaty of Basle, the Spanish government resigned its portion of St. Domingo to France in perpetual sovereignty. The deed was not worth the parchment on which it was recorded. France neither derives nor ever will derive any advantage from such forced and unnatural concession: the government of that country has been as remark-

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able for its cruelty and unrelenting policy towards the colonists, as these latter were for mildness and humanity to their slaves.

It was not till the 6th of November, 1793, that the squadron under the command of Vice-admiral Sir John Jervis sailed for Barbadoes and the Leeward islands. He left Spithead with the following ships, viz.

Ships.	*Guns.*	*Commanders.*
Boyne (flag)	98	Capt. G. Grey
Vengeance	74	—— C. Thompson
Veteran	64	—— E. Nugent
Ulysses	44	—— R. Morice
Woolwich	44	—— J. Parker
Beaulieu	40	—— John Salisbury
Blanche	32	—— C. Parker
Terpsichore	32	—— Sampson Edwards
Solebay	32	—— W. H. Kelly
Quebec	32	—— John Rogers
Rose	28	—— Edward Riou
Rattlesnake	18	—— M. A. Scott
Seaflower	16	—— William Pierrepoint
Zebra	16	—— Robert Faulknor
Nautilus		—— J. Carpenter
Vesuvius, bomb.		
Assurance	44	—— V. C. Berkeley
Roebuck	44	—— Andrew Christie
Ceres	32	—— Richard Incledon
Winchelsea	32	—— Right Hon. Lord Garlies.

The last four joined at Martinique.

The land-forces were under the command of Lieutenant-general Sir Charles Grey; and measures were immediately taken to carry into execution the great objects of the expedition.

No sooner had our chiefs arrived at Barbadoes, than they heard of the dreadful ravages committed

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by the yellow-fever; no less than fifty-eight officers of infantry, and an equal proportion of soldiers, having been carried off by it within a short period.

The land-forces employed consisted of a detachment of white, and another of black dragoons, the third battalion of grenadiers, the third light infantry, the sixth, ninth, fifteenth, thirty-ninth, forty-third, fifty-sixth, fifty-eighth, sixty-fourth, sixty-fifth, and seventieth regiments, with detachments from the second, twenty-first, and sixtieth: they were all divided into three brigades,—the first under Lieutenant-general Prescott; the second under Major-general Thomas Dundas; the third to be under Major-general his Royal Highness Prince Edward, who was hourly expected to arrive from Canada. The whole of the forces employed amounted to six thousand and eighty-five, besides nine hundred and seventy-seven left sick at Barbadoes, very few of whom ever rejoined their corps.

On the 3d of February the expedition made St. Lucia, and on the 4th and 5th approached the island of Martinique: at four P. M. on the latter day, partial landings were effected on various parts of the island; with more or less success; but on the 9th our troops, having gained possession of Mount Maturin, which overlooks the strong fortress of Pigeon island, a battery was opened within four hundred yards of it, and in two hours that

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island, which commands the whole anchorage in the bay, surrendered at discretion.

On the following day the fleet moved up into Fort Royal-bay, its three chief defences being in our hands, viz. Point Solomon, Pigeon island, and Casnavire, from which place Sir Charles Gordon and Colonel Myers came along shore, and in the way towards Fort Royal took five batteries, occupying the posts of Gentilly la Coste and L'Archet, within one league of Bourbon.

Commodore Thompson with his division, having on board Major General Dundas and a body of troops, had anchored on the 5th in Gallion-bay on the north-east point of the island. Captain Faulknor in the Zebra placed his ship close to the battery on Point a Chaux, and drove out the enemy; the Beaulieu and Woolwich followed, and the troops landed without opposition in the bay of Gallions. Early the next morning the Major-general began his march, in the course of which he was a little annoyed by musketry from the cane fields, but these our troops quickly dislodged with the bayonet. Fort Bruno, situated north of Fort Bourbon, was taken, and Fort Matilda soon shared the same fate. An attempt was made to assassinate Major-general Dundas, but the man was secured and sent a prisoner to the fleet.

On the 11th of February, our troops were attacked at this place by a body of eight hundred men, who having crept up under cover of the

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sugar-canes and underwood, began a heavy fire: they were instantly put to the rout with great slaughter. We lost Captain M'Ewen, and seven men killed and nineteen wounded. There was much skirmishing during the day, and some smart fighting, in which Colonel Campbell was killed.

On the 16th, the grenadiers of the thirty-fifth and fifty-fifth regiments, with flints out, advanced to attack the battery on Morne Bellevue; the flank companies of the ninth and sixty-fifth were ready to support them, but the enemy fled, and our troops took possession without opposition.

On the 17th, a division of the army advanced upon the town of St. Pierre, while a squadron consisting of the Asia and Veteran of sixty-four guns, Santa Margaretta and Blonde frigates, with the Rattlesnake, Zebra, and Nautilus, sloops, and Vesuvius, bomb, entered the bay. The town capitulated immediately; the enemy ran, leaving three guns loaded and their colours flying. So exact was the discipline of our army that not a man was suffered to quit his rank; and the women and children sat at their doors to see our troops enter the place. A drummer was taken in the act of plundering, and was instantly hung up at the door of the Jesuits college. A schooner escaped out of the bay before day-light the next morning, and, it was said, had some money, and people of distinction, on board: she passed close to one of our frigates, and was not either hailed or boarded. We seldom want valour in presence of an enemy, but are frequently deficient in vigilance.

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St. Pierre is the most considerable town of Martinique: it lies on the south-west side of the island, and has a good anchorage in its bay, on each side of which, forts defend it from any attack by sea. Fort Royal is usually the seat of government, being situated at the head of the bay of that name, and adjoining to the carenage, where the shipping always resort, particularly during the hurricane season; but this town being in the neighbourhood of the low and marshy country about Trois Islets, is generally unhealthy, and fatal to strangers, producing dysentery and fever.

St. Pierre, from the neatness and cleanliness of the town, combined with the beauty of situation and romantic scenery, is unequalled among the windward islands. Lofty mountains overhang the bay, whose sides and summits are covered with woods of variegated foliage: plantations of sugar, coffee, and cotton, in the highest state of cultivation, occupy the meadow-land, and encroach, according to the nature of the plants, almost to the summits of the hills. Gardens containing every fruit and flower known to the tropical climate, and many exotics, contribute to the enjoyment of these happy regions, "whose only enemy is man." The devastation of the hurricane is soon forgotten, but ambition, cruelty, and avarice, follow the footsteps of the human race, and spread desolation, like the tainted breeze from the Upas.

The streets of the town of St. Pierre are all watered by a clear stream running through their centre. This water descends from the mountains

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in copious abundance, and at once cools, refreshes, and cleanses, the town: ships may be supplied in a very short time with any quantity: they should lie close in shore, and begin their work before day-break, by which means they might allow the men to sleep or take their meals between eleven and two in the afternoon, an interval of time, being the hottest part of the day, in which they ought not to be employed. Before they are sent to work in the morning, it is indispensably necessary that they take half a pint of warm coffee or cocoa, and a small piece of biscuit; and if these could not be got, a wine-glass of spirits would be preferable to allowing them to encounter the morning air with an empty stomach.

From this digression we return to the Admiral who lay with his fleet in the bay of Fort Royal. The town is defended by the fort of Bourbon, which stands on the hill above it, and by Fort Louis, which occupies a tongue of land extending into the bay, and forming the carenage or harbour.

Sir John Jervis, while the troops drew nearer to the fort of Bourbon, sent his gun-boats and small craft in shore, and kept up a constant fire during the night upon Fort Louis: in the morning the boats returned on board of their ships. A detachment of frigates and sloops got up to Cul de Sac Cohée, and opened a communication with the army. General Bellegarde moved his whole force upon our position at Cohée, but Sir Charles Grey perceiving his design, attacked him with great

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fury, and compelled him to retreat. Colonel Buckridge with the grenadiers and light infantry stormed the heights of Serrurier, upon which Bellegarde retired, but was met by our grenadiers, who turned his own guns upon him, and forced him to retreat under the walls of Bourbon.

Rochambeau, the governor, now perceiving that he had little chance of saving the island, sent out a flag of truce with proposals to capitulate, on conditions that in the event of Louis the Seventeenth coming to the throne, it should be restored to him: to this message the General replied, that he came to take the island for the King of England, and that he intended to take all the other French islands in the same manner.

The fort of Bourbon now became completely invested. Captain Eliab Harvey, of the Santa Margaretta, landed at Cohée with three hundred seamen: he had also under his orders Captain Kelly, with Lieutenants Woolley, Harrison, Carthew, and Schomberg; they carried with them three twenty-four-pounders, which on the third day they mounted on the heights of Serrurier. A few days after, this party was reinforced by another body of seamen from the Veteran, under the command of Captain Lord Garlies, with Lieutenants Watson and Dixon, and Lieutenant Treminere of the marines, with a party of men from that corps.

General Bellegarde, who in retreating from Sir Charles Grey had taken refuge under the walls of

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Bourbon, being refused admittance into the fortress by Rochambeau, capitulated, and was allowed to go to America.

In March, his Royal Highness Prince Edward arrived, and took the command of the third division, which had been held for him by Major-general Gordon.

About the same time the Commander-in-chief sent Lord Sinclair with a party of the Prince of Wales's dragoons in pursuit of about one hundred and fifty marauders: they fell upon them in the very act of burning a village, killed thirty-six, took four of them prisoners, whom they immediately hung up, and returned to the camp.

On the 7th, Rochambeau having been again ineffectually summoned to surrender, the bombardment of Bourbon was renewed, and continued all the following day.

The enemy made a sortie on the 9th, and was driven back, but Captain Faulknor of the Zebra, with his seamen, pursued them too far, and sustained some loss. This gallant young officer, in the heat of passion, and from a very mistaken notion of naval discipline, rashly put to death an English seaman for some trifling act of disobedience, which a court-martial would probably have passed over with an admonition.

The Vice-admiral gave orders for his trial, when it appearing that he had acted from provocation, and not premeditated design, he was acquitted: his feelings were, however, too honour-

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able to forgive himself; and to the hour of his death he was rendered miserable by this unfortunate act of mistaken zeal, and ignorance of the laws of his country.

Our batteries were now advanced to within five hundred yards of the fort of Bourbon, and to within two hundred yards of the redoubt Bouillé; two batteries were also erected on the south-east side of the carenage, within two hundred yards of Fort Louis: one of them was commanded by the intrepid Riou, whom we have before mentioned in the account of the Guardian.

There was a French frigate lying in the carenage, supposed to have English prisoners on board. Lieutenant Richard Bowen, of the Boyne, offered to board her, and release his countrymen: at noonday he boldly pushed into the harbour with his boats, and in spite of the batteries, and the fire from the frigate, he dashed alongside of her and took possession, making the captain, officers, and the greater part of the crew, prisoners, and brought them all away, but there were no Englishmen on board. The fort in the mean while continued to pour in volleys of grape and musketry on the decks of the ship, which the British sailors returned with the guns of the frigate: they would have brought her out, but her sails were unbent; and to have taken her in tow would have been too slow and laborious an operation under such a fire. In defiance of the shot from the fort, a British seaman went up to her mizen peak to bring away her en-

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sign, which was made fast aloft, but he could not succeed. Mr. Bowen generously permitted the French prisoners to lie down in the bottom of his boats while their countrymen were firing at them from every quarter. He had three men killed and four or five wounded.

The commanders-in-chief thought with such men they might hope for success in storming Fort Louis, the walls of which are not high; they therefore ordered a vigorous bombardment on the lower part of it, which lies most exposed to the bay: scaling ladders were provided, and the Asia, Captain Brown, and the Zebra, Captain Faulknor, were ordered in to batter the fort previous to the meditated assault. As soon as the Asia was within reach of grape, she put her helm up and came out, the Vice-admiral supposing that Captain Brown was killed, or that some very serious accident had happened, sent Captain Grey to ascertain the cause of this extraordinary proceeding. Captain Grey returned, and informed the Admiral that not a man was hurt on board the Asia, and she again stood in, and again came out. This unusual act of a British ship of war was attributed to the pilot, and being admitted was no palliation, since the ship had actually got within reach of grape, whence her lower-deck guns must quickly have driven the enemy from the fort. It was the duty of the Captain to have anchored, and to have remained there till the service was completed, or until recalled by his superior officer, who was present. Faulknor per-

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ceiving that he had no chance of assistance from a ship so conducted, and being all this time exposed in his little sloop to the enemy's shot, which fell thick upon him, reserved his broadside until he came close to the walls, when he opened his fire at the part he intended to storm, ran his ship aground as near to it as he could get, then leaping into the boats, landed, scaled the ramparts, and carried the fort without farther resistance. The republican flag was instantly replaced by the British union, amidst the cheers and acclamations of the fleet and army, and the astonishment of the enemy, whose retreat from Fort Louis to Bourbon was interrupted by a body of infantry, and some field-pieces under Captain de Rouvignée keeping up a well-directed fire over the bridge which they wished to pass. The whole combination was so well planned, and so perfectly executed, that it is difficult to say (after Faulknor) who deserved the greatest praise.

The gallant Rochambeau now plainly saw that no effort of his could save the island; he therefore sent out terms of capitulation, which were accepted; and on the 25th of March, after seven weeks' siege, the garrison marched out with the honours of war. Thus fell this important settlement the second time into our hands by the united exertions of the army and navy:* Fort Bourbon received the name of Fort George, and Fort Louis that of Fort Edward.

* It was taken in 1763.

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As soon as the terms of the capitulation were agreed on, and the necessary arrangement could be completed, General Prescott was left governor, and Commodore Thompson, with a squadron, ordered to co-operate with him in the defence of the island. The two Commanders-in-chief, taking with them all the forces that could be spared, set sail for St. Lucia.

The land-forces consisted of the brigade of grenadiers under his Royal Highness Prince Edward, another of infantry under Major-general Thomas Dundas, and the sixth, ninth, and forty-third regiments under Sir Charles Gordon, the engineers under Colonel Durnford, and a detachment of light ordnance under Colonel Paterson. The island surrendered without much opposition; and the chiefs, having provided for its protection as well as their means would admit, proceeded next to Guadaloupe, where they made good their landing on the 11th of April in Gozier-bay. In this operation the troops were covered by the fire of the Winchelsea frigate, commanded by Captain Lord Viscount Garlies, who placed this ship, says Sir John Jervis, "in the good old way, within pistol-shot;" and so well were her guns directed that the enemy fled, and our men took possession of their battery. Lord Garlies was slightly wounded.

The republicans having rallied and assembled in great force at Fort Fleur d'Epée, they were attacked the following morning before day-break, and the place carried by storm. The name of

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Fleur d'Epée was changed to that of Fort Prince of Wales. All was done here by the bayonet, a favourite method of Sir Charles Grey's; but we shall see it in the course of the war, in less skilful hands, lead to irreparable misfortune and disgrace. Most of the garrison of Fleur d'Epée were put to the sword, and Grand Terre was taken with very little loss.

The small islands called the Saints, lying about eight miles south-east of the southernmost point of Guadaloupe, and having a very good and secure anchorage, were taken by the Ceres of thirty-two guns, commanded by Captain Incledon.

The island of Guadaloupe is divided into two districts, called Grand Terre and Petitte Terre. They are separated by a small stream called the Riviere Salée.

Grand Terre being entirely subdued, the enemy crossed the brook, and took up their position on Petitte Terre. The persevering chiefs pursued them: two divisions of the army, under the command of his Royal Highness Prince Edward, and Lieutenant-colonel Symes, were embarked in transports, and ordered to anchor under Isle Haut de Frégate, which is situated in the deep bay formed by Grand Terre and Basse Terre; and during the night and the following morning the troops were landed at Petitte Bourg. On the same day the Irresistible, seventy-four, commanded by Captain Henry, with the Veteran, Assurance, Santa Margaretta, and some transports

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and gun-boats, were detached: they had on board a body of troops under the orders of Major-general Thomas Dundas, and proceeded to the road of Bailiff, near the town of Basse Terre. The next day they were followed by the Vice-admiral in the Boyne, accompanied by some sloops of war and victuallers. Sir John Jervis now directed Lord Garlies, in the Winchelsea, to take all the sloops of war, transports, and gun-boats, under his orders, and proceed with them to Trois Rivieres, while the Admiral himself went in the Boyne, and joined the Irresistible in the road of Bailiff. Here he received very satisfactory reports from Captain Henry of the landing of General Dundas's division. Perceiving at the same time some movements on the part of the enemy, indicative of an intention to escape in the merchant vessels during the night, he sent Captain Grey with a strong detachment of marines to disable the guns on the batteries, and the boats of the squadron to intercept any vessel attempting to depart. Some incendiaries who had plundered the town set it on fire, and made their escape in a schooner. Most of the other vessels were secured, and among them a republican corvette called the Guadeloupe. With this event the entire subjection of the island was completed, and the little islands of Mariegalante and Desirade were included in the capitulation; so that the French, in the short space of three months, were deprived of every settlement they had in the Caribee islands by a squadron of five

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sail of the line, with a few frigates, and about six thousand five hundred troops. The conquest of these colonies was a positive loss to France, without being clearly a proportionate gain to England. Their produce was placed under severe duties; their civil and military establishments were burdensome to Great Britain: a vast army was requisite for their defence, and strong squadrons were required to be kept in a constant state of efficiency, with very little prospect of remuneration from any captures after the British flag was displayed on their fortresses; consequently the naval service in that part of the world became extremely irksome, and the seamen much disheartened for want of that stimulus to activity generally accompanying a state of warfare. The yellow-fever continued its ravages, and thousands of our gallant countrymen who had escaped in battle fell victims to the fatal climate.

No sooner was the island of Guadaloupe in our power, and completely subdued, than it was lost with a rapidity almost as sudden as its conquest.

On the 5th of June, Sir John Jervis, lying at St. Christopher's, received information that a French squadron had appeared off Point a Petre on the 3d with a body of troops, that they had landed, and were proceeding to attack Fort Fleur d'Epée, the principal post on Grand Terre. The ships which the Admiral had with him were, the Boyne, Vengeance, Winchelsea, and Nautilus; with these he made all sail for Basse Terre, where he arrived at

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two P. M. on the same day. General Grey with his staff was immediately landed. Captain Baynton of the Nautilus was sent up to Martinique, and to the other islands, for reinforcements. The squadron under Commodore Thompson joined the Admiral in Basse Terre roads, with the Vanguard and Vengeance. The Veteran was stationed between Mariegalante and Desirade, to intercept the enemy's cruisers on his approach to Point a Petre. The Admiral had the mortification to perceive a French squadron within the carenage: it consisted of two large frigates, armed *en flute*, two other ships, and a corvette. They were in possession of Grand Terre, and Fort Fleur d'Epée. The Veteran was instantly detached to bring the flank companies from St. Lucia and St. Vincent: the Winchelsea arrived on the same day with the flank companies of the twenty-first regiment from Antigua; and by the 11th, troops poured in from all the other islands. The legislatures of Antigua and St. Christopher's, under the direction of Mr. President Byam and Governor Stanley, immediately raised corps of volunteers, and at their own expense sent them to Guadaloupe. At this critical state of affairs Major-General Dundas died of the yellow-fever.

It now appeared that the French had landed fifteen hundred men at Gozier-bay, and had attacked and carried Fleur d'Epée with the greatest courage, although defended and bravely disputed by the small force under the command of Lieutenant-colonel Drummond. That officer gave

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the most deplorable account of the French loyalists, who forsook their colours and behaved in a disgraceful manner. Sir Charles Grey in the mean time made the most vigorous efforts to recover the island.

Having collected all the forces which could be got together, he made a successful attack on Grand Terre: a strong force was landed at Gozier-bay, under cover of the guns of the Winchelsea and Solebay frigates. Some important passes were retaken by the gallantry of Lieutenant-colonel Fisher with six companies of grenadiers and light infantry. The enemy still held very strong ground, a chain of very high and woody hills, between our posts and Morne Mascot. They were again attacked by a body of troops under the command of Brigadier-general Symes, and a detachment of seamen under Captain Lewis Robertson of the Veteran. The most determined conflicts now took place between the French and English, the former headed by the ferocious and brutal republican Victor Hagues, who, in the small sphere to which he was confined, displayed resources, cunning, cruelty, and insolence, never surpassed in any civilized or barbarous warfare. The French having brought to their assistance mulattoes and slaves, whom they had trained and clothed, met our troops at the point of the bayonet. The British were on these occasions often victorious; but it was found impossible to retake Fleur d'Epée. The rainy season commenced, and sickness, its con-

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stant attendant, thinned the ranks of the British army, so as to threaten its annihilation. One more effort was made to regain Point a Petre: this, owing to the cowardice or the ignorance of the guides, failed, with an immense loss on our side; Captain Robertson of the Veteran was killed, Brigadier-general Symes and Lieutenant-colonel Gomm were wounded: the Brigadier-general died of his wounds. These losses were deeply deplored. The shattered forces now retreated across the river Salée to Basse Terre, and took up a strong position opposite to Point a Petre; while the British squadron occupied the anchorage of the Cul de Sac between the contending armies; the French having entire possession of Grand Terre with Fleur d'Epée and Fort Louis, the English on Basse Terre with a very enfeebled and still decreasing force. With all these disadvantages, the British troops under the command of General Prescott held out till the 9th of December, when they were compelled by fatigue, famine, and disease, to capitulate, and France again possessed the island of Guadaloupe.

In the month of November, 1794, Vice-admiral Caldwell and General Sir John Vaughan, having arrived with a considerable reinforcement to relieve Sir John Jervis and Sir Charles Grey, these officers returned to England in the Boyne, and arrived in Plymouth-sound on the 5th of January, 1795.

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CHAP. II.

Expedition to Quiberon-bay—The expectations of British government disappointed—Conduct of emigrants, and ingratitude—Description of Quiberon-bay—Profusion of arms, stores, and money, sent by England—Capture of Fort Pentheivre, and defeat of royalists—Captain Ogilvy of the Lark attempts to cover their retreat—Death of Sombreul—Many escape—Their treachery detected—Du Puissaye—Sir John Warren summons Belleisle, and attacks Noirmourtier—Retreats—Lands at Isle D'Yeu—Joined by princes of Bourbon and British troops too late—British fleet withdraws—Death of Charette and Stofflet—Pacification of La Vendee—Miscellaneous—Loss of the Dutton East-Indiaman—Gallant conduct of Sir Edward Pellew—Capture of Sir Sydney Smith—Admiral Christian sails for the West Indies—Lord Bridport's new appointment—Jason Dutch frigate taken into Greenock—Reflections on this act—Various indulgences granted to the navy—Poor naval knights.

THE princes of the house of Bourbon and the British ministers, in the spring of 1795, notwithstanding the misfortunes which had happened to the royalists in La Vendee, began to entertain hopes that an impression might be made in the western part of France, by an armament composed of emigrants, and assisted by British ships of war. It had been represented, we fear, with too little regard to truth, that the Chouans of the Morbihan, and the country in the neighbourhood of Quiberon-bay, required but small excitement to induce them to rise in arms against the existing government, and that a simultaneous movement would take place in La Vendee, where Charette and his ill-fated partisans had once more reared the royal

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standard. Glad of an opportunity to employ a large foreign* force recently taken into our service, the ministers listened to the propositions with eagerness and attention. An expedition was immediately planned, the naval part was placed under the command of Sir John B. Warren, that of the land-forces was confided to the Count du Puissaye, an emigrant nobleman, who, whatever might have been his other good qualities, certainly was no soldier. He had to assist him the Counts D'Hervilly and De Sombreul. No expense was spared; artillery, small-arms, ammunition, and provisions, were furnished in abundance; transports to convey them, and a squadron of ships of war ordered to attend their landing.

They reached Quiberon-bay on the 25th of June, and were joined by a few hundreds from the broken and dispersed army of Condée, and the royalists collected at Coblentz, who had found their way to the Elbe, and embarked on board the British frigates, Venus,† Captain Halsted; Leda, Captain Woodley; and Lark, sloop, Captain Ogilvy. These ships proceeding to Spithead, were joined by some transports, and the whole reached Quiberon-bay on the 16th of July, after the landing of the great body was effected, and unfortunately only in time to partake of the general calamity that awaited them. The forces collected to fight for the Bourbons amounted to between eight and ten thousand

* A corps of emigrants.

† The Author was third lieutenant of the Venus on this occasion.

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men; and it was calculated that an equal number would receive them on their arrival, and only require arms and clothing to take the field. Fatal illusion! that never had the semblance of reality from the moment an anchor was let go in Quiberon-bay. If there had ever been any real spirit of loyalty or affection to their kings in Bretagny, this was the time when it would have manifested itself; when every obstacle, as far as depended on the English government, was removed by an abundant supply of all the articles they had required, and by the presence of a strong body of their countrymen in arms: but unfortunately for them, and for Europe, it proved in the sequel, that all which the English had effected for their relief, had only contributed to increase and establish the very power it was intended to destroy. The men to whom the wisdom of the council had refused passports from Jersey in 1793, were perhaps the greatest enemies to the cause; and their detention, which excited the indignation of Mons. de Tinteniac, was founded in solicitude for the safety of himself and his friends. That ministers yielded to the persevering solicitations of the leaders of the royalists in 1795 is not surprising; the King of England had the same desire to restore Louis the Eighteenth to his throne, as the ancestor of this monarch had shewn in the cause of James the Second: the means employed were alike ineffectual, because public opinion was against both those unfortunate princes; and the utmost that could be

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done in 1795, procured for the humane and magnanimous George the Third, the odium of wishing to sacrifice the royalists in Bretagny, whom the laws would not permit him to murder in England. Such were the remarks made by those men in the hearing of the Author, when every thing had been done by our government and its forces; and after all had been lost by their own cowardice and disaffection. "C'est la derniere resource de Monsieur Pitt pour se defaire de nous:" and Mons. Bail says,* speaking of the massacre on the beach, "Cetoient toujours des Francais qu' importoit aux Anglais."

The bay of Quiberon is one of the finest on the coast of France, or perhaps in the world, for landing an army. It is a capacious and secure anchorage of five or six miles in extent, where ships of war may ride in perfect safety out of the reach of shot or shell: it is protected from the western and south-west gales by the peninsula of Quiberon, the islands of Houat and Hedie, and the Cardinal rocks, the whole of which extend in a south-east direction towards the mouth of the Loire, and the little river Vilaine: a hard sandy beach, seldom disturbed by a surf, borders the whole bay; and the islands of Hedie and Houat, which are always at the mercy of invaders, afford an abundant supply of fresh water, cattle, and vegetables.

D'Hervilly landed at Carnac, and with five thousand men attempted to surprise the republican

* Hist. des Revolutions de la France.

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works at St. Barbe, but was defeated; he then retreated along the edge of the bay to the fort of Pentheivre, of which he gained possession; and thus the Chouans had the entire command of the peninsula of Quiberon, on the northern extremity of which this fort is situated, occupying one end of the isthmus or narrow neck of sand about a quarter of a mile in width, and connecting it with the main land. The fort stands on a hill, which in the opinion of the best informed officers might have been made to endure a siege of considerable length, but its fortifications were neglected by the royalist general, and, except by the English, no steps were taken for its defence. It was capable of containing from fifteen hundred to two thousand men. Our seamen and marines, with the assistance of some of the Chouans, repaired the works as well as circumstances would admit; and seven thirty-two-pounders from the lower-deck of the Robust were landed, and placed in battery, to cover the isthmus and check the approach of the enemy.

The Chouans, without control or restraint of discipline, were lying under edges and in ditches loaded with the bounty of the English government: every man had a musket marked "*Tower*," with a bayonet, on which was spitted two or three pieces of salt beef and pork. Casks of rum from the transports had been landed on the beach, and left to the mercy of those who chose to take it. Sixteen pieces of brass ordnance were deposited,

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with intrenching tools, ammunition, clothing, arms, and accoutrements; the whole of which was seized by the republicans, who had very accurate intelligence of all our movements. English guineas were found in great plenty among these people; and 1,500,000*l.* it is said, would scarcely defray the cost of this unfortunate expedition.

The republican army under General Hoche, consisting of ten thousand good troops, occupied the ground north of the isthmus, and within shell-range of the fort. The royalists were ill-disciplined, and badly officered; and the soldiers, being most of them republicans in their hearts, could scarcely be trusted. The officers, as in La Vendee, were always planted sentinels on any important post; when they began to throw up intrenchments in front of Pentheivre, the workmen deserted, taking their intrenching tools along with them to the republican camp. With desertion came despondency, the certain presage of the ruin of the royal cause in Bretagny.

Captain Woodley of the Leda, whose acute judgment led him to make observations (which had they been attended to might have at least retarded if not prevented the fatal catastrophe), foretold the probable consequence of the base treachery of the soldiers, and the supine indifference of the leader. The first dark and rainy night, he said, the fort would be attacked and carried; the event within twenty-four hours exactly followed the prediction. The night of the 20th of July, and the

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morning of the 21st, were precisely such as was contemplated; in the midst of heavy rain, thunder, and lightning, the fort was taken. The republicans at first met with some resistance; a firing commenced, and the shipping in the bay were on the alert, while Du Puissaye slept in the cabin of the Pomone.

The dawning light displayed the forlorn and wretched state of the royalists; the tri-coloured flag had displaced the white on the ramparts of Pentheivre. The republicans had advanced towards the south-east point of the peninsula, and with some field-pieces were driving before them the scattered royalists, who threw away their arms, stripped off their clothes, and plunged from the rocks into the sea, swimming to the boats which were sent to receive them. Captain Ogilvy in the Lark ran as close in as the depth of water would admit, and endeavoured by his guns to turn the republicans, who from the rising ground poured in upon them volleys of grape and musketry. The fire of the Lark was unavailing, and Captain Ogilvy desisted, lest he should destroy friends as well as foes; hundreds of the royalists fell, and their dead bodies covered the beach, but the greater part surrendered upon a promise of pardon; many officers were taken prisoners, and shot on the following day at Quimper: among others the unfortunate and lamented Count de Sombreul, who also foretold that the cause was lost from treachery and want of exertion, but persisted in exposing him-

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self, and was taken fighting at the head of his regiment. For many days after this event the beach remained covered with dead bodies, arms, clothing, and accoutrements. Meanwhile the boats of the British squadron brought off as many of the Chouans as could be rescued from the slaughter; and such of them as were placed on board the transports plotted to cut the ships adrift, and run them on shore on the Morbihan; and though prevented, the fact shews the little confidence we could repose in them. Under these discouraging circumstances the British government did not abandon all hopes of success in La Vendee, with which this affair had very little connexion. Every exertion was made by the British officers to save the unhappy emigrants, who were received on board the ships with most unbounded kindness and hospitality.

Count de Sombreul, after his capture, wrote a letter* to Sir John Warren, in which he bitterly inveighed against his Commander-in-chief, Monsieur du Puissaye, for having first ordered him to occupy a position, and then seeking his own safety on board a ship of war.

Schomberg states that we lost six sail of transports and forty thousand stand of arms on this expedition; but we are inclined to think he was misinformed: no transports that we know of were lost at that time in Quiberon-bay, nor do we believe that half the number of arms were landed.

* Given at length in Schomberg.

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Sir John Warren, having left a sufficient number of troops to protect the islands of Hedie and Houat, and a squadron of frigates to keep the command of the anchorage, and to cover the retreat of the garrison in case of necessity, sent Captain Ellison in the Standard of sixty-four guns to summon the island of Belleisle, which lies about four leagues to the westward, and which had more than once been an object of contention between France and England. The Governor returned a laconic refusal to the summons, and it was not deemed advisable to undertake the conquest, particularly as it offered no safe anchorage for ships of war. The Commodore next proceeded to the attack of the island of Noirmoutier, at the mouth of the Loire; but the republicans, who had dispossessed Charette of this hold, and knew its value, were too well prepared for its defence. Sir John, after destroying a few small craft, returned to Isle d'Yeu, where he landed his men, and remained ready to give assistance to the royalists on either side of the Loire, as circumstances might require.

At this place he was joined by the Jason frigate, commanded by Captain Stirling, who brought down the Count d'Artois, the Duc de Bourbon, and some other French noblemen; they were accompanied by a number of transports containing four thousand British troops and a large quantity of warlike stores, under the command of Major-general Doyle. Had this force been sent to Pentheivre, the event which we have just related would

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have had a very different termination. No opportunity was now afforded to them of landing on the continent. The dispersion of the Vendeans, and desperate state of the royal cause, induced the British government towards the month of October to withdraw all the forces, and evacuate the island. The army had been attended by the Channel fleet during the summer, but as the winter approached the Admiral took a better offing.

In this rebellion it was computed by General Hoche that France lost nearly six hundred thousand people.

The fate of Charette, and the cause of the Vendeans after the murder of Marigny and the death of Henri de la Roche Jaquelein, could not be long delayed. The General, who seems, with all his zeal for the cause of the Bourbons, to have possessed more selfishness and less prudence than any of his colleagues, was hunted down like a wild beast; and in December, 1795, fell into the hands of his pursuers, as did Stofflet in the course of the month of February following; and both were guillotined at Nantes within a few weeks after their capture. The death of these chiefs for a time broke up the combination, and La Vendee once more reposed in peace and desolation.

Captain Nicholas Tomlinson, in the Suffisante, a brig sloop of war, greatly distinguished himself in the Channel, where he captured many privateers of nearly equal force, and recaptured their prizes: on one occasion he took the Morgan, a

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brig of sixteen guns, and recaptured six sail of English vessels, which she had taken between Scilly and the Land's End, all valuably laden.

In March, 1796, Vice-admiral Vandeput took the command on the Lisbon station.

In May, Rear-admiral Pringle sailed to take the command at the Cape of Good Hope, and Rear-admiral Henry Harvey to take the command on the Leeward-Island station.

In July, Vice-admiral Sir Hyde Parker sailed to take the chief command at Jamaica, and Rear-admiral R. R. Bligh as second.

Before the Breakwater was constructed, Plymouth-sound was a very dangerous anchorage, and serious accidents frequently occurred from ships encountering a gale of wind at south-west, which throws a heavy sea into the bay.

The Dutton East-Indiaman, fitted as a transport, one of the unfortunate fleet of Rear-admiral Christian, had been forced back after sailing with that officer in December, and in January put into Plymouth-sound for safety: here she was driven on shore by the violence of the gale, upon the rocks, under the citadel, and a heavy sea breaking over her, threatened destruction to five hundred soldiers and seamen who were embarked on board: their lives however were preserved by the intrepidity of Sir Edward Pellew, who possessing an uncommon share of personal strength and activity, contrived to reach the wreck, where his presence soon restored order. He quickly established a

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communication with the shore by means of a halser; and having assured the people that he would be the last man to quit the ship, he sent them all safe on shore, except three or four who were killed by the falling of the masts, after which he landed himself, amidst the cheers and congratulations of his friends, and thousands of anxious and admiring spectators. For this generous act he was presented with the freedom of the town of Plymouth, and soon after created a baronet.

In the month of April, Captain Sir Sydney Smith, while cruising off Havre in the Diamond, went in his own boats to cut out some small vessels in the mouth of the Seine. He succeeded in boarding one of them; but whether this gallant officer, led by that spirit of enterprise for which he was so remarkable, landed and was taken prisoner, or whether his boats drifted so far up the the river as to be unable to escape, has never been distinctly stated to the public: we believe the former account is correct; and are confirmed in our suspicion from the very close and rigid confinement of that officer, and which would not, under any other circumstance, have been justifiable or necessary.

On the 20th of March, Rear-admiral Christian sailed again for the West Indies.*

On the 7th of April, Lord Bridport was appointed general-port-admiral, with an additional

* Schomberg, vol. 2, p. 415.

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allowance of one guinea a day for his table, and ten bargemen at five shillings a day each, with their provisions. This office never having been since imposed on any officer, we may conclude that its inutility was completely acknowledged. Vice-admiral Vandeput sailed this month to take the command on the Halifax station, and Rear-admiral Pole, with a squadron and convoy, to the West Indies.

In the month of June, the Jason, a Dutch frigate of thirty-two guns and two hundred men, was taken possession of by the crew, who had confined their captain and officers, and carried the ship into Greenock. She was received as a friend, and taken into the king's service: the crew were discharged. It became a question whether, under these circumstances, the British government ought not to have returned the ship to the Dutch nation; but this appears to have arisen from too limited a view of the fact. In Holland two parties divided the state; one had in a great measure dispossessed the other: the royalists, or orange party, who were the weakest, were driven out, and the crew of the frigate, if not the officers, were of this description; consequently they had a right to espouse the cause of their exiled prince, as being the most likely to conduce to their own safety or happiness. In the case of the Hermione, which happened in the following year, there was not the slightest analogy; the crew of that ship, while sailing under the colours of a free and unanimous

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nation, having murdered all the officers, and deserted with the ship to an enemy, committed an act of piracy, which it was the duty of every civilized nation to punish: the Spaniards most basely affording protection to them, participated in a crime which it is hoped will never be repeated; or should it unfortunately happen, it is devoutly to be hoped that every belligerent will feel itself bound to give up the perpetrators to the justice of their country.

In 1795, captains in his Majesty's navy were appointed governors of the naval hospitals of Plymouth and Portsmouth, lieutenants to these of minor importance. This regulation was highly beneficial to the service, and was in some instances extended to our foreign settlements.

There were about the same time many indulgences granted to the navy, and received with the more gratitude as they came perfectly unsolicited, and with the entire approbation of the country at large.

The seamen and marines were permitted to allot part of their pay to their wives and families; boatswains, gunners, and carpenters, were included in this regulation: seamen and marines were also allowed to send and receive their letters free of postage, to and from any part of Great Britain and Ireland, with the payment of one penny only.

All officers on an appointment from half-pay were permitted to draw for three months' pay in advance; also to draw for their pay by bill on the

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treasurer of the navy as it became due, quarterly or half-yearly.

Half-pay was remitted to officers, to widows, and other claimants of the naval service, at the places of their respective residence.

There was also an increase of full and half pay, in consequence, it is believed, of a petition from the lieutenants of the navy; and the addition was so liberal as to give universal satisfaction to that meritorious class of officers, who may justly be considered the flower of the service. For most if not all of these concessions we are indebted to the Right Honourable Henry Dundas, then treasurer of the navy, afterward created Lord Melville, and father of the present first lord of the admiralty.

Lieutenants were to have five shillings a day; and in flag-ships, or ships bearing commodores' pendants, with captains under them, six-pence a day additional, with six-pence a mile for travelling charges, from the place of their residence on their first appointment.

Fifty senior lieutenants on half-pay were allowed six shillings a day, and to retire with the rank of commanders: their widows at five pounds a year. The next hundred five shillings a day, the next three shillings and sixpence, and all others three shillings: the half-pay of the surgeons received a proportionable augmentation. The shameful practice of deducting fifteen shillings from the pay of the seamen to give to the surgeons for the cure of a prevailing complaint, was discontinued, and an ad-

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dition of five pounds a year for every hundred men added to their full pay.

Seven naval lieutenants were appointed, under the will of the late Samuel Travers, Esq., poor naval knights of Windsor, with an allowance for table-money and other expenses. They were to be single men of irreproachable characters. The selection of these officers is in the first instance from a list of twenty-one names, presented by the commissioners of the navy to the lords of the admiralty, who strike off seven of the least deserving, and present the other fourteen to his Majesty, who names seven of them to the appointments.

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CHAP. III.

Description of Corsica—Theodore—Thanks to Lord Hood voted by parliament—His Lordship sails from Hieres-bay, and proceeds to Corsica—Loss of the Ardent of sixty-four guns—Fleet meets with bad weather, and arrives in Myrtillo-bay—Troops land—Fortitude and Juno engage the tower—Description of it—It surrenders—Imitated in England—Forneille taken—French evacuate St. Fiorenzo—British seamen mount guns on the heights—Storming of the battery of the convention—Preparations for the reduction of Bastia—Nelson—Opinion of him—He is wounded—French fleet sail from Toulon—Bastia capitulates—Sir Gilbert Elliot appointed Viceroy of Corsica, which is formally annexed to the British crown—Surrender of Calvi—Capture of La Sybille by the Romney—Disposition of the fleet, and capture of the Berwick—Engagement with the French 14th of March—Capture of the Caira and Censeur—Explanation of the term—Line of bearing—Disastrous effects of this action—Loss of the Illustrious—Lower-deck ports—Comparative force of ships—Capture of La Minerve by the Dido and Lowestoffe—Vice-admiral Hotham's second rencontre with the French fleet—Capture of the Alcide—Reflections on the action—Nelson sent to coast of Genoa with a squadron—French send out squadrons—Richery captures the Censeur and part of the convoy—Resignation of Lord Hood—Death and character—Appointment of Sir John Jervis to the chief command—Importance of the charge—He sails for his station in the Lively—Concluding observations.

THE conquest of the island of Corsica by the British forces in the war of the revolution, renders it necessary to offer a short account of its political state previous to the landing of the British troops upon it for the first time in 1794.

The whole of our information on this subject is extracted from the work of Mr. Boswell, the friend and biographer of Dr. Johnson. He made the tour of the island in 1768, and has favoured the world

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with the only history of it upon which we can safely depend.

We shall not go back to its earliest records, conceiving it sufficient for our purpose to state, that it had long been subject to the Genoese, who had purchased it from the Pope.

A prey to the tyranny of the republic of Genoa and to internal discord, the Corsicans were often reduced to the greatest extremities. In the year 1735, Theodore Baron Newoff, a German adventurer, offered himself as their king, and was accepted. He landed on the island in 1736, bringing with him a very scanty supply of money and followers; he assumed the functions of royalty, was proclaimed king, coined money, made laws, and defeated the Genoese. For a time Theodore carried on a system of imposture which would have been discerned in any country of Europe but Corsica. He affected to look for the promised supplies as he gazed on the horizon through his telescope; but finding his people began to cool in their affection towards him, he left them, after a residence of eight months, and went to England and Holland: from the latter country he obtained some ordnance and other warlike stores, and returned to Corsica where he landed them, but would not trust his own person, having, as Mr. Boswell states, murdered the Supercargo to get rid of his importunities. After this Theodore retired to England, where he ended his days in want and contempt, having made over his kingdom in security to his creditors: he died in London, December 11, 1756,

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and was buried in St. Anne's church-yard, Westminster.

The aged Paoli held the reins of government while his country was rendered a desert by the sword of the French and Genoese; and in 1749 an offer was made by the Corsicans to surrender their island to the English, who were implored to take it under their protection. This was declined, and the celebrated Paoli, son of the General, was in 1755 elected to the chief command. He did much to improve his ferocious countrymen, whose treachery to each other rendered them an easy conquest to their enemies. France interfered, not to save, but to crush them, by sending six regiments to assist the Genoese; upon which Rousseau makes the following remark:

"It must be confessed that the French are a cruel, servile people, sold to tyranny, and ever exasperated against the unfortunate: if they heard of a man enjoying his liberty at the other end of the world, I believe they would go there for the pleasure of extirpating him." Such is the character given of the French by a man whose remains are deposited in the Pantheon of Paris.

The troops sent by France arrived in 1764, under the command of the Count de Marboeuf, the reputed father of Napoleon Bonaparte.

Marboeuf appears to have held his command with prudence and humanity, and continued in the island the friend of Paoli and the conservator of peace: he, however, kept the Genoese in possession of the im-

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portant towns of Bastia, San Fiorenzo, Calvi, and Ajaccio.

The French lived in terms of harmony with the islanders, and obtained from them concessions which were favourable to the marine of our rival, namely, that of cutting wood for naval construction; and Toulon received lower masts and yards from the western shores of that island.

The influence of France over Corsica was so complete in 1789, that it was incorporated with that kingdom, and declared to be one of its departments. The advantages of this union were not so apparent to the Corsicans or to Paoli as to induce them to submit to it with patience; and they thought the internal discord of France, and the surrender of Toulon to the English, offered a favourable occasion for recovering their independence. Paoli therefore, by permission of the majority of his countrymen, sent the invitation to Lord Hood which we have related in a former chapter.

On the day that both houses of parliament unanimously voted their thanks to Lord Howe and his fleet for the battle of the 1st of June, Lord Grenville moved in the house of lords a similar honour to Lord Hood and his companions in arms for the capture of Toulon, and the destruction of the French fleet and arsenal. This was strongly opposed by the Earls of Lauderdale and Derby, chiefly on the grounds of his Lordship's conduct previously to the evacuation. Lord Grenville's motion was at length carried by a great majority, after a very animated debate; but

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the Duke of Bedford, the Earls of Albemarle, Lauderdale, Derby, and Thanet, entered their protest on the journals of the house.*

Five weeks Lord Hood remained with his fleet and land-forces in Hieres-bay for the purpose of receiving provisions and wine from Gibraltar, Alicant, and Minorca; disposing of the emigrants not fit to bear arms; and making other arrangements tending to the restoration of order and efficiency in the ships.

About the time he was preparing to sail, his Lordship received advice that the French had embarked eight thousand troops at Villa Franca, and were determined at all hazards, under the convoy of two frigates and some smaller vessels, to throw them into Corsica.

Lord Hood detached a strong squadron to intercept them off Bastia, and sent the Ardent of sixty-four guns, commanded by Captain R. M. Sutton, off Villa Franca. It was while employed on this service that the Ardent took fire at sea, blew up, and every soul perished. Her quarter-deck was found with some of the gun-locks sticking in the beams, and the marks of the splinter netting deeply impressed on the deck, left no doubt that the whole was the effect of explosion.

When Lord Hood sailed from Hieres-bay his fleet consisted of sixty sail, including victuallers and

* See Parliamentary Debates, 1794. In 1803 a debate ensued on the propriety of allowing prize or compensation money to Lord Hood's fleet for the capture of the ships at Toulon: it was finally carried.

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horse transports; having on board, besides his own troops, about two thousand two hundred of the unfortunate Toulonese. On the 25th at sunset, the fleet came within three miles of the isle of Capraja, off the north end of Corsica: on the following day a heavy gale of wind drove them to leeward of Elba: they suffered much from bad weather, but on the 29th gained Porto Ferrajo, in the island of Elba, where a number of the emigrants were landed. After repairing their damages, the fleet sailed on the 6th of March; Commodore Linzee having charge of the troops and transports, had directions to land them wherever General Dundas might deem it expedient. The Commodore proceeded to Fiorenzo-bay, on the south side of which he came to an anchor to the westward of Myrtillo-point, on which stood a tower of the same name; the troops were put on shore that evening, and took possession of a height that commanded this fort, which the Fortitude of seventy-four, and the Juno frigate of thirty-two guns, were ordered to attack. After having engaged it for two hours and a half, they were obliged to haul off with very considerable damage. The Fortitude lost seven men, and was three or four times set on fire by heated shot; once in the cockpit and store-room, and without having made any visible impression.

This tower was of an extraordinary and ingenious construction, about fifty feet in diameter by forty-five high, and of a circular form; the walls were twelve feet thick: the parapet was lined with bass

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junk; and the interstices, filled up with wet sand, bid defiance to our marine gunnery, more we conceive for the want of good training than from the actual strength of the place. The force was only one twenty-four pounder, mounted *en barbet* on a sliding carriage, and recoiling on an inclined plane: there were about thirty men in the tower, though three were sufficient to work the gun. Our troops having got possession of the heights in its rear, brought their artillery to bear on it, and very soon compelled the little garrison to surrender.

There was a well of water within, and provisions sufficient to have lasted longer than an enemy could have lain in the bay. This tower was, on the evacuation of the island, blown up in the following year; a model of it being previously made and sent to England.

So admirable was the defence, and so well adapted did this kind of fortification appear to repel invasion, that the Duke of Richmond, at that time master-general of the ordnance, contrived to have them built on many of the accessible landing places on the south and east coast of England, and great part of Ireland, but without much resemblance to the original. This measure occasioned some discussion in the house of commons, and was certainly considered by many as a very unnecessary expense. The ordnance department was not at that time so noted for economy as it has since become. Thus the panic of invasion was lulled by the project of making England a fortified island.

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A strong westerly gale on the 11th of March, obliged the Admiral to take shelter under Cape Corse, the north point of the island; nor was it till the 17th that he got back to St. Fiorenzo-bay: on the same evening the enemy's works on the heights of Fourneille were stormed and taken with little loss on our part. On the 19th the empty town of Fiorenzo was entered by our troops, the enemy having retreated to Bastia. The whole of the troops landed on this service did not exceed one thousand four hundred bearing arms. The battery of the convention was very strong, mounting twenty-one guns of heavy caliber, situated on the western shore of the gulf, and defending the town of Fiorenzo. The mountains which overlooked this post were deemed by many to be inaccessible, and probably few but Englishmen would have attempted to place guns in such a situation. In all conjoint expeditions of the army and navy, the landing and transporting of artillery are performed by the seamen, after which the artillery officers mount the guns, and complete the batteries. At the reduction of Corsica, this work was executed in such a manner as to call forth the highest eulogiums from General Dundas, the commander-in-chief of the land-forces. "In four days," says the General, "by the most surprising exertions of science and labour, they had placed four eighteen-pounders, a large howitzer, and a ten-inch mortar, in battery, on a ground elevated seven hundred feet above the level of the sea, and where every difficulty of ascent and surface opposed their undertaking."

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On the 16th in the morning we opened our fire on the redoubt of the convention; one battery enfiladed this redoubt at the distance of a thousand yards; another took it in reverse, at the distance of eight hundred yards. The enemy's redoubt occupied the summit of a detached hill, about two hundred and fifty feet above the level of the sea; our fire was unremitting upon it for two days: we brought up additional guns, and the fire of the enemy appeared to relax. Corsica was at this time defended by the French and part of the inhabitants.

The preparations made for storming being completed, it was carried into effect during the night by Lieutenant-colonels Moore and Wauchope, and Captain M'Kenzie, with detachments from the royals, twenty-fifth, fiftieth, and fifty-first regiments; the eleventh, thirtieth, and sixty-ninth, being in reserve. These gallant men advanced boldly up to the works, received three discharges of artillery, leaped into the trenches and embrasures, and carried all before them with the point of the bayonet: until this moment our batteries kept up a constant and galling fire under the skilful directions of Captain Wilkes and Lieutenant Duncan of the royal artillery. The enemy fled in all directions, abandoned the works of Fourneille, and on the 18th of April the British squadron anchored in Myrtillo-bay in perfect security: two large French frigates were lying in the bay of Fiorenzo during this attack—one was sunk by the shot from their own batteries, the other burnt previously to the evacuation of the town; the first was soon

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after weighed, and commissioned with the name of the St. Fiorenzo, and became one of the most distinguished ships in the British navy. Twelve hundred Corsicans, under the command of General Paoli, rendered every assistance to the cause of the English; a large quantity of ordnance and ammunition fell into our hands.

The landing on the island being thus made good, and an anchorage obtained for our shipping, the chiefs concerted measures for the reduction of Bastia and Calvi, into which the French party had retreated. The wild and mountainous country of Corsica is ill calculated for the display of military tactic, or scientific warfare; the savage natives from their rocks and cliffs are accustomed to destroy the game, or slay their enemy with the rifle gun, the use of which is peculiarly well adapted to the vindictive disposition of the Corsican; and numerous instances occurred of their fatal dexterity. No sooner was Fiorenzo in our power than the forces that could be spared were detached in the first instance to Bastia, where they found Lord Hood and part of the fleet with some troops already employed in the siege of that place. The enemy displayed great courage in its defence, and our countrymen acquired immortal honour, by their resolution and perseverance in the attack. The siege of Bastia was remarkable for bringing forward to the notice of the British nation, and to the world, the immortal Horatio Nelson; he was at that time captain of the Agamemnon of sixty-four guns: in his disposition mild, unassuming, and

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gentle, he seemed to shun rather than court the public gaze; never conspicuous but in action, Nelson in the private walks of life might have been passed over as a person of rather inferior talent. The opinion given of him to the Author, by a naval officer of distinguished rank and merit, was, that "he was great in action, but little out of it;" the term "action" must however be extended to the charge of a fleet going on service. On the occasion which we are now relating, he commanded the seamen who were landed for the purpose of transporting the mortars and artillery, to the situation required by the engineers—and never was work of the kind more skilfully or expeditiously performed: the same if not greater difficulties presented themselves here as at Fourneille. It was at the siege of Bastia that Nelson was wounded severely in the head, and lost an eye.

The French having with wonderful skill and industry equipped several of their ships which were left at Toulon in the hurry of the evacuation, put to sea on the 5th of June with a strong squadron, consisting of seven sail of the line, with five or six frigates, and Lord Hood immediately went in quest of them. On the 10th at day-light, he discovered and gave chase to his enemy, who having the advantage of our fleet in sailing, contrived to gain the anchorage of Gourjean-bay, a little to the eastward of the gulf of Frejus. Here a sudden shift of wind prevented the Admiral attacking them, and subsequent events rendered the measure unadvisable;

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leaving therefore Admiral Hotham with a squadron to watch them, his Lordship proceeded to assist in the reduction of Bastia.

The capitulation, as appears by a letter from Lord Hood to the Secretary of the admiralty, took place on the 22d of May. After the rest of the island had been three months in our possession, the articles were drawn up and signed between the French General Gentili and the British commissioners, viz. Vice-admiral Goodall, Captain James Young, J. N. Inglefield, and Mr. M'Arthur, secretary to the Admiral. The French troops marched out of the citadel, and thence to the mole head, where they laid down their arms, and were embarked to return to France. Captains Hunt, Buller, and Sericold; Lieutenants Gore, Hotham, Stiles, Andrews, and Brisbane, with Captain Hollowell, a volunteer on half-pay, served under Nelson at Bastia; Captain Hollowell commanded the gun-boats, which during the night guarded the entrance to the port, and with peculiar watchfulness and energy intercepted the supplies of the garrison.

Captain Wolsely of the Imperieuse was stationed off the island of Capraja, where the enemy had a large magazine of provisions. The army and navy acted together with so much harmony and perfect spirit of patriotism, that nothing could resist the two services united. Thus the island of Corsica fell for the first time under the dominion of Great Britain, the British flag was displayed on all its fortresses except Calvi, which had not yet surrendered, and

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the sovereignty of the island was vested in the King of England, to whom the people swore allegiance. Sir Gilbert Elliot was appointed viceroy, the British constitution proclaimed, and its laws declared to be those of the new conquest. This form of government, however well adapted to the happy country in which it was planted by our ancestors, has not taken root and produced fruit in all climates alike; many of the conquered colonies are totally insensible to its benefits. The mild application of British law was evidently ill calculated to restrain the barbarous ferocity of the Corsicans: excited by the art and duplicity of selfish and worthless agents; half civilized and unaccustomed to a regular mode of government, it was easier to conquer Corsica than to convert the people to habits of industry and obedience; this required time and expense, neither of which could then be afforded: there were many considerations however which rendered the temporary occupation of that island particularly desirable to Great Britain. The harbours of Corsica are certainly not the best, though its bays and roadsteads offer secure retreats during the tempestuous season of the year, and were especially necessary to us at a time when we had no other friendly haven between Constantinople and Gibraltar; nor could it be supposed that a jealous, enterprising, and warlike nation, could allow us to retain undisturbed possession of an object of such vital importance to her commercial and maritime greatness in the Mediterranean. Sir Gilbert Elliot addressed a letter to the Secretary of

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state from Corté, the capital of the island, dated the 21st of June, and informed him, that the union of Corsica to the crown of Great Britain was formally concluded; and assured him that no national act was ever more unanimously sanctioned on the part of those who were authorized to do it, or by a more universal approbation, amounting, as he observed, to enthusiasm on the part of the people.

The deputies having met at Corté in sufficient numbers to constitute a national assembly, chose General Paoli as their president, and Messrs. Pozzo de Borgo and Muselli as their secretaries. On Sunday the 14th, General Paoli opened the assembly by a speech, stating the cause of their convocation, and giving a brief summary of the events which had taken place since they had met in the preceding year: the assembly passed a unanimous vote of thanks to the General for all he had done, and formally declared, first, their separation from France, and secondly, their union to the crown of Great Britain.

The articles of this union were prepared by a committee appointed for the purpose, and underwent a full and free discussion in the whole assembly; when having been explained to them by Monsieur Pozzo de Borgo, they were with one consent presented to the Viceroy, and accepted in the name of his sovereign. His Excellency then proceeded by invitation to the assembly, where he received from General Paoli, in the name of the people, the tender of the crown and sovereignty of the island. The

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Viceroy then took in the King's name the prescribed oaths to maintain the laws and liberties of the island according to the constitution.

In the mean time the siege of Calvi was pressed with the greatest vigour, both by land and sea. Nelson was here, and performed the same services as he had done at Bastia. Calvi lies in a deep bay on the north-west side of the island; it held out till the 18th of August, when it capitulated, after a close siege of fifty-one days, and a rigorous blockade by sea. The fort of Mollinochesco, situated on a steep rock, commanded the communication between Calvi and the province of Ballagni, from which it was considerably in advance; the bomb-proof fort of Mozello also, well mounted with heavy artillery, guarded the approaches to Calvi, which was of itself both by nature and art a strongly fortified town. Two frigates lay in the bay, and supported by their fire the works of the enemy: these important outposts were speedily reduced by batteries formed on the heights, which like those of Fiorenzo had hitherto been deemed inaccessible, and the rapidity of their approaches baffled the calculation of the most scientific theorist. The frigates and all the vessels in the bay were compelled to take refuge under the guns of the town. Lieutenant-colonel (afterward the gallant and ill-fated Sir John) Moore of the fifty-first regiment, with Major Brereton of the thirtieth, proceeded with the cool determination of British soldiers through a heavy fire into the breach of Mollinochesco with fixed bayonets, and unloaded arms: they quickly

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dislodged the enemy from their strong hold, carrying the trenches on the left with equal intrepidity. Possessed of all his most important outposts, and with batteries advanced within six hundred yards of the walls of the town, General Stewart offered the Commandant terms of capitulation, which were haughtily rejected, and the labours of the troops renewed for nine days more, when the gun and mortar batteries being complete, a severe bombardment of eighteen hours induced them to surrender, and the last remains of the French were expelled from Corsica.

The casualties of the British in killed and wounded were not considerable in point of number, but we lost the brave Captain Sericold of the navy, who fell in a battery which he had just completed.

The Melpomene frigate, with some smaller vessels in the harbour, was taken at the surrender of Calvi. After signing the capitulation Lord Hood returned to England, leaving the command of the fleet with Vice-admiral Hotham. His Lordship arrived at Spithead in the month of November, and soon after struck his flag.

In the month of June, a very gallant action was fought between two ships of nearly equal force, at the island of Miconi in the Archipelago.

The French frigate La Sybille, of forty-eight guns and four hundred and thirty men, was lying at anchor with her convoy in the port above mentioned, which being Greek, the Captain concluded to be neutral; whether in strictness of political faith it

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should have been so considered we have serious doubts; certain it is that Captain Paget, of the Romney of fifty guns and three hundred and fifty men, did not acknowledge the neutrality; he therefore ran in, anchored alongside the French frigate, got springs upon his cables, and summoned her to surrender; to this the French Captain replied, that he should defend himself as long as he could. Captain Paget having his ship perfectly prepared, immediately commenced an action, which was well supported on both sides for one hour and ten minutes, when the republican colours were struck to those of Britain: the enemy had fifty-five men killed and one hundred wounded, nine of whom died soon after: the loss on board the Romney was ten killed and thirty wounded. Captain Paget was an officer of great promise: he displayed a coolness and courage highly creditable to himself, and honourable to his country, leaving us only to regret that the action was not fought in the open sea. This gallant officer did not survive his victory many months; he died in consequence of a wound which he is said to have received some years before from an assassin at Smyrna: he was brother to the present Marquis of Anglesea.

The Sybille was a frigate of the largest dimensions of her time, and was long employed in the British navy.

The blockade of Toulon, and watching the enemy's coast during the winter, employed part of our naval force; the protection of the Levant trade, and the assistance of our merchants in different parts of the

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Mediterranean, occupied the attention of Nelson, Freemantle, and other distinguished officers; a squadron was stationed to guard the new conquest of Corsica; while the main body of the fleet cruised before Toulon and the Hieres-islands. Whenever the Admiral was compelled from the state of the weather or want of water to put into port, he repaired to Fiorenzo-bay in Corsica, a bad anchorage, but the only one he could obtain, or resort to consistently with his duty. This bay is exposed to the north-west winds, which send in a heavy sea. The Berwick of seventy-four guns had her lower masts stripped without the proper precaution for securing them, by which neglect they rolled over the side: at no time could a ship of the line so ill be spared; and the Admiral, conceiving that it had occurred from want of seamanship, directed the captain, first lieutenant, and master, to be tried by a court-martial, when they were all dismissed from the ship. In the mean time the fleet proceeded to Leghorn-roads: the Berwick was left under the command of Captain Littlejohn to rig jury-masts, and to follow as fast as possible; and having put to sea in pursuance of these orders, with his ship as well equipped as circumstances would admit, he fell in with the French fleet; a running fight ensued, and every exertion was made to save her; but after an ineffectual resistance she was forced to surrender, with the loss of her captain and many of her men; and the French carried their prize in triumph to Toulon.

In the month of March, 1795, the Admiral having

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learnt that the French fleet was at sea, and very soon after of the misfortune that had happened to the Berwick, lost no time in going in pursuit of his enemy. He had a strong breeze at east-north-east, and obtained farther accounts by the Tarleton brig, that they had been seen standing to the southward, which induced him to conclude that they were bound to Corsica, for which island he immediately shaped his course. On the 12th the fleets came in sight of each other, when that of the republic was to windward, and ours could not gain upon them from the wretched sailing of most of the ships. On the following day they were still in sight, the weather was squally, a general chase was ordered, and one of the French ships lost her topmasts; Captain Freemantle, in the Inconstant of thirty-six guns, immediately attacked and raked her until supported by Nelson in the Agamemnon, who did her so much damage that she could not recover herself; but they were both by this time advanced so far from their own fleet as to be in imminent danger of capture by that of the enemy, who bore up to the relief of their consort; Nelson was therefore compelled to relinquish his prey for that time; and such was the superiority of the republican fleet in point of sailing, that with this disabled ship in tow our fleet gained nothing upon them. In the evening the Vice-admiral made the signal for the fleet to form the line of battle on the larboard line of bearing, or in such a position relatively to each other as to be in a regular line of battle when brought to the wind on the larboard tack. To

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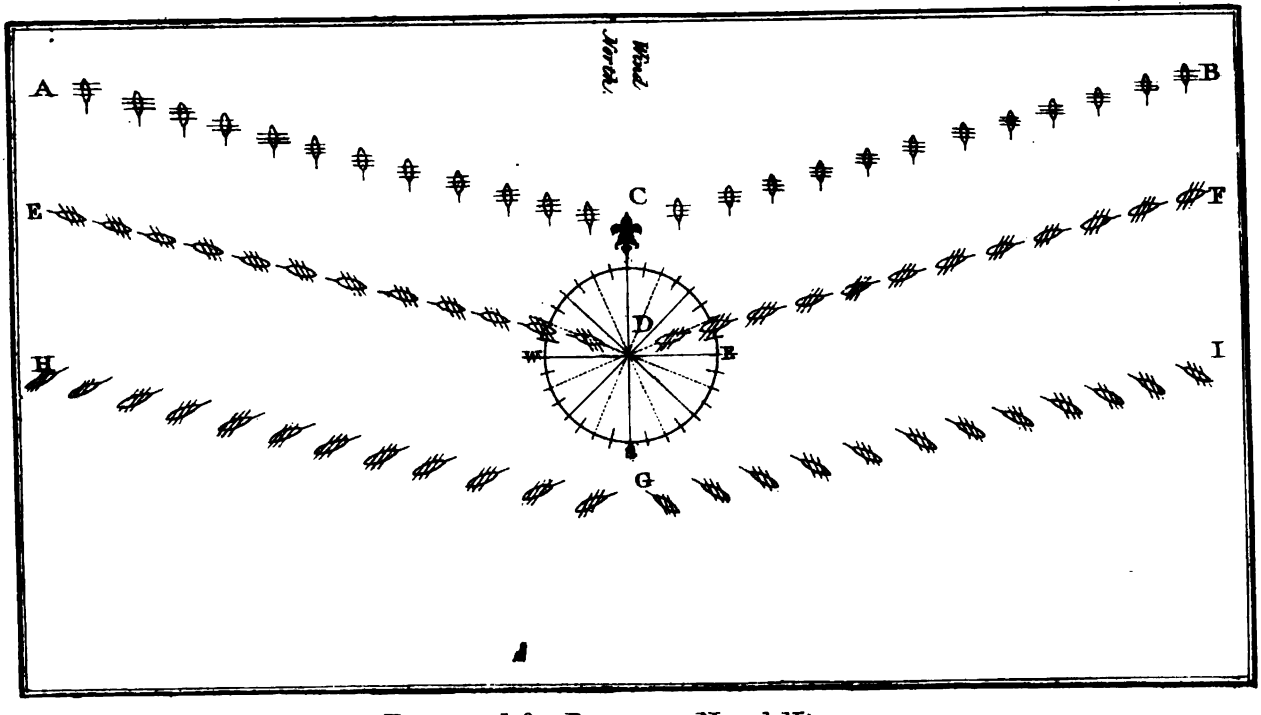

Engraved for Brenton's Naval History.

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the seaman any explanation of this term may appear superfluous; to others the accompanying diagram may be useful. A ship sailing on the larboard tack six points from the wind, which is supposed to be north, will lie east-north-east, consequently that must be the precise bearing of one ship from the other in whatever direction they may be sailing, whether they may be steering south-east or south-west. Upon the signal being made to come to the wind, they will alter only the direction of the ships' heads, but not that of the line. Suppose the lines A C C B (plate 1) to represent a fleet of ships running before the wind, which is at north, the line from A to C is on the *starboard* line of bearing, that from C to B on the larboard; because, if the line A C came to the wind on the starboard tack with their heads to the westward, the ships would all be in a right line, each a-head or a-stern of her second; and were they to come to the wind on the larboard tack with their heads to the eastward, they would form the bow and quarter line H G. The application of this principle to the opposite lines is too obvious to require explanation.

At day-light on the 14th of March the crippled ship of the enemy with her consort that had her in tow were observed to be so far to leeward of their own fleet, as to afford a fair prospect of cutting them off, or of bringing on a general engagement. The enemy therefore came down to support these two ships, but evidently wishing to avoid an action. By this time the Captain and Bedford, of seventy-four

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guns each, were so far advanced as to have placed themselves between the disabled ship and her fleet; and so closely were they supported by the other ships of the British van, that the French Admiral abandoned them to their fate; it is but justice, however, to say, that they were defended to the last, if not with skill and bravery, at least with fury and despair.

The Illustrious and the Courageux each lost their main and mizen masts, and the rest of the van suffered so much, as for a time to render them unfit for service. It appeared that the French fleet had troops on board for the reconquest of Corsica. The ships taken were the Caira of eighty, and Censeur of seventy-four, guns; the first had thirteen hundred and the latter a thousand men on board at the commencement of the action: each of them is said to have lost near four hundred. The French have invariably artillery men to load and point their guns; the madness of the Marseillois was supposed to have been increased by the copious application of ardent spirits. Officers of the British navy who were present and boarded the prizes, informed the Author that the scene was as novel as it was horrid. The holds were filled with dead or dying men, who as they fell at their quarters were tumbled headlong down without any regard to their condition; and four days after the action, dead bodies were dragged out from the cable tiers and the wings. It was found on inquiry, that not only were the people made drunk, but the ferocious republican officers stood behind them, and with drawn swords or pistols compelled

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them to fight: some in a state of intoxication bestrode the guns when in the act of firing, and with the recoil their brains were dashed out against the beams; while others chanted the hymn of the Marseillois; and a scene more truly infernal was never perhaps witnessed until France became a republic.

Our loss in the action amounted to three hundred and fifty-five in killed and wounded. The Tancredi, a Neapolitan seventy-four, commanded by the Chevalier Carracciolli, had a share in the honour of the day: of this gallant and unfortunate man we shall hereafter have a melancholy history to relate.

The effects of this action were disastrous to the British fleet; the damages, under the privation of naval stores and convenient ports, were not easily repaired. The Illustrious of seventy-four guns, which bore a conspicuous share in cutting off the retreat of the disabled ships, lost some of her lower deck ports on one side; this obliged them to keep her on the wrong tack, and finally to run on shore near the rocks of Avenza in order to save the crew, which they effected, and also brought off a great part of her stores.*

* Captain John Weeks of the royal navy has lately presented to the admiralty a substitute for a lower deck port: it consists of three pieces of plank cut to the breadth of the ports, fitting one above the other with a deep rabbit; they have small rings in them with laniards, and are fitted in the worst weather with ease and expedition. A port is sometimes blown off in a gale of wind by a shot getting loose and igniting the powder by friction: the moment a shot is perceived to be loose, vinegar should be poured into the vent and muzzle; half a pint or less will suffice to destroy the powder.

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Order of battle on the 14th March, 1795.

Van,

Under Vice-admiral Goodall.

Ships.	*Commanders.*	*Guns.*	*Men.*	*Killed.*	*Wounded.*
Captain . .	Capt. Reeve . .	74	590	3	17
Bedford . .	Capt. Gould . .	74	590	7	17
Tancredi (Neapolitan)	Chevalier Carraciolli	74	600	1	5
Princess Royal	Capt. Purvis . .	98	760	4	8
Agamemnon .	Capt. Nelson . .	64	491	0	13

Centre.

Vice-admiral Hotham (flag).

Illustrious . .	Capt. Frederick .	74	590	20	69
Courageux .	Capt. Montgomery	74	640	8	32
Britannia . .	Capt. Holloway .	100	839	1	18
Egmont . .	Capt. Sutton . .	74	590	7	21

Rear.

Rear-admiral Linzee.

Windsor Castle	Capt. J. Gore . .	98	755	6	30
Diadem . .	Capt. C. Tyler . .	64	491	4	13
St. George .	Capt. Foley . . .	98	760	4	13
Terrible . .	Capt. G. Campbell	74	590	0	6
Fortitude . .	Capt. Young . .	74	590	1	4

Frigates—Inconstant, Lowestoffe, Meleager, and Romulus.

French line in the same action.

	Guns.	*Men on board.*
Le Sans Culotte	120	2000
Victoire (late Languedoc)	80	1300
Le Tonnant	80	1300
Guerrier	74	1000
Conquerant	74	1000
Mercure	74	1000
Barras	74	1000
Genereux	74	1000
Heureux	74	1000
Duquesne	74	1000
Timoleon (late Commerce de Bourdeaux)	74	1000
Caira (taken)	80	1300
Censeur (taken)	74	1000
Alcide	74	1000
Souverain	74	1000

Four frigates, sloops, &c.

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The usual complement of a French first-rate is one thousand men, and of a seventy-four seven hundred and thirty; all above this number were troops.

The French had the superiority in weight of metal, and number of guns and men, although our fleet had three ships of three decks, and theirs only one: their eighty-gun ships are noble vessels, and their seventy-fours carry their guns so high, as to enable them to fight their lower-deck with great advantage: if to these considerations we add their superior sailing, the impartial reader will quickly perceive that we owe all our naval superiority under Providence to our officers and men. The French Admiral got back to Toulon, and Admiral Hotham put into Fiorenzo-bay with his prizes, where the Caira was soon afterward by accident set fire to and burnt.

Early in June, 1796, Captain George Henry Towry in the Dido of twenty-eight guns, nine-pounders, and Captain George Middleton, in the Lowestoffe of thirty-two guns, twelve-pounders, fell in near Toulon with two French frigates, and after a very gallant action captured one of them, the Minerve of thirty-eight guns, but mounting forty-four;* the other, which was called the Artemise, of thirty-six guns, made her escape.

This is a very rare instance in our service of an eighteen-pound frigate being captured by a ship carrying only twelve pounders on her main-deck.

On the 4th of July, Vice-admiral Hotham lying with his fleet in Fiorenzo-bay, detached Nelson in

* It was the custom at that time to estimate a ship's force from the number of long guns mounted; the cannonades were not counted as guns.

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the Agamemnon with two or three smaller vessels to cruise off Genoa; but on the morning of the 7th they were chased and driven in by the French fleet. The British ships were refitting and watering, and consequently very ill prepared for such a visit: by the most zealous exertions the fleet was ready for sea in the evening, and sailed at night with the land breeze, but saw nothing of the enemy. On the 12th the Admiral was off the Hieres-islands, where he learnt from Captain Hotham in the Cyclops, and Captain Boys in La Fleche, that they could not be many leagues from him. The signal was instantly made to prepare for battle, and on the 13th at day-light he saw the French fleet of seventeen sail of the line to leeward of him, on the larboard tack; it was then blowing a gale from the west-north-west, there was a heavy sea running, and six of our ships were bending their main-topsails, which had been split during the night. The British fleet was immediately formed on the larboard line of bearing, and all sail carried to preserve that line, and to keep the wind of the enemy in order to cut them off from the land, from which they were only five leagues distant. At eight o'clock the Vice-admiral finding it was the intention of the enemy to avoid an action, made the signal for a general chase, and to engage as arriving up with them, the ships to take stations for mutual support: unfortunately the gale was suddenly succeeded by baffling winds and calms, in consequence of which only a few of the van ships could get up with the enemy's rear, with which about

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noon a warm action ensued, and the Alcide, a French seventy-four, was captured. The others, by a shift of wind in their favour, escaped into Frejus-bay, while the English were becalmed in the offing; and the Admiral was forced to recall some of his ships, who in the eagerness of pursuit had approached too near the shore. Half an hour after she had surrendered, the captured ship took fire in the fore-top; the boats of the British fleet flew to the assistance of the unfortunate crew, enemies no longer, but they could only succeed in rescuing about three hundred of them from the flames or a watery grave; and while our boats and seamen were resolutely engaged in this work of humanity, her magazine exploded, and between three and four hundred men were blown into the air. Thus ended the affair of the 13th of July.

In this action there was a total misapplication of tactic, neither recommended by a Clerk, or justified by experience. The French fleet should have been attacked by a general chase as soon as discovered: the bending new topsails, when the enemy was dead to leeward, was at best a useless measure; and it is much to be regretted that time was lost in forming a line of bearing, which could not be preserved with any effect; as the Admiral observes in his despatches, "the calms and shifts of wind in that country rendering all naval operations peculiarly uncertain." With this knowledge it was incumbent on him to have dashed upon his enemy, who he knew would not wait for him, and who must have been in a great

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measure unprepared: by an immediate chase he would have compelled them to engage, or have increased their distance from the land, which would in a great degree have ensured their capture or destruction. The delay of making the signal gave them time to recover from their confusion; and when after a lapse of four hours the British Admiral made sail in chase, the wind failed, and the opportunity was irrecoverably lost. The ships most engaged in this affair were, the Victory, Rear-admiral Mann; the Captain, Captain Reeve; the Culloden, Captain Trowbridge; the Blenheim, Rear-admiral Frederick; and the Defence, Captain Peyton. Of the merits of this action, and that of the 14th of March, we shall not presume to offer any farther opinion; the conduct of the Admiral was approved by the government, and on his return to England he was created an Irish peer by the title of Lord Hotham.

Nelson was soon after detached in the Agamemnon, having under his orders the Inconstant, Meleager, Tartar, Southampton, and Ariadne, frigates, and the Speedy, sloop: he boarded and cut out of Alessio and Oneglia, places in the neighbourhood of Vado, in the territory of the Grand Duke of Tuscany, nine gun-vessels and traders without any loss.

The Mediterranean was at this time much infested with pirates, who under Algerine or Tunisian flags committed great depredations on the southern shores of Europe.

The French finding that in their grand fleets they had no prospect of success against the superior va-

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lour, discipline, and seamanship, of our navy, sent their ships of the line to sea in squadrons of five and six sail, under the command of some of their most active officers; and it must be owned that they displayed great knowledge, and did considerable injury to our trade. Of all the French admirals Richery was the most successful, and who to the day of his death eluded the vigilance of our squadrons, and never returned into port without a long list of captures and of depredations committed on our colonies.

In the month of September a large convoy was collected in the bay of Gibraltar in order to proceed to England under the protection of the Fortitude and Bedford of seventy-four guns each, the Censeur which had been taken in March, and armed *en flute* with part of her complement, the Argo of forty-four guns, the Juno and the Lutine of thirty-two guns each, sailed from Gibraltar on the 24th, and running through the gut in the night-time, the Argo and Juno with about thirty sail very fortunately, although by accident, parted company from the Commodore and the rest of the fleet, who on the 27th being forty-eight leagues west of Cape St. Vincent, fell in with Richery's squadron, consisting of six sail of the line and three frigates. Captain Taylor, the senior officer, made every disposition for battle and for dispersing the convoy, but his signals were either not understood or very ill obeyed by the captains of some of the merchant vessels. The three ships of war formed in line with the intention of engaging the enemy, and diverting their attention from the trade. Just

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as this arrangement was completed the Censeur rolled away her fore-topmast, and having only the main-mast of a frigate she was rendered useless.

Captain Taylor then concurring in opinion with Captain Montgomery, that it would be better to leave the Censeur to her fate, both ships bore up together, keeping off the wind, and preparing their sterns for a running fight. The Lutine was directed to take the Censeur in tow, but the heavy fire kept upon them by the enemy rendered this impracticable; Captain Gore of the Censeur, now left to himself, made a gallant defence: his means were, however, too scanty to admit of that display of courage and talent of which he was so capable. Overpowered by numbers, short of powder and of men, without his lower tier of guns, resistance was in vain, and he surrendered at last to the united force of the six ships of the line. The Bedford and Fortitude kept up a good running fight with their stern-chasers, and about half-past two the enemy hauled to the wind in pursuit of the convoy, among which during the action the frigates had been making great havoc. The Argo and Juno with their division arrived safe at Spithead.

From the activity of the same squadron, and the numerous frigates and privateers sent out by the enemy during the winter, our West-India and North-American trade suffered severely.

It has been observed that Lord Hood was succeeded in the temporary command of the Mediterranean fleet by Vice-admiral Hotham, who had most

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earnestly and honourably requested to be relieved from a responsibility to which he owned his health was unequal. Earl Spencer had succeeded Lord Chatham as first lord of the admiralty, and the name of Lord Hood was excluded from the new patent, it being intended that he should resume the chief command. His Lordship hoisted his flag on board the Victory at Spithead, in the month of May, and was about to sail to his station, when a correspondence ensued between the Admiral and the new board of admiralty, on the necessity of sending more ships to the Mediterranean. Lord Spencer thought that the force employed, if not sufficient, was as great as could be spared under the existing difficulties of the country, and the urgent demands of other parts of the empire. The Admiral not deeming his professional character safe with so small a force, expressed a very decided opinion upon the subject, and received permission to strike his flag, which he immediately did, and was never afterward actively employed; but as a reward for his long and meritorious services, and as a mark of his Majesty's approbation, he was appointed governor of Greenwich Hospital, which situation he held till his death in 1816, at the great age of ninety-four years, beloved and lamented by all who had the honour of his acquaintance. He was considered to unite in his own person, and in a very eminent degree, the character of a seaman, an officer, and a gentleman; his conduct in the American war entitles him to be considered as one of the brightest naval ornaments of the state; his

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matchless presence of mind at St. Kitts, when he dispossessed a superior enemy of his anchorage; his bravery in the battle of the 12th of April in the following year, in which the greater part of the success of the day was owing to his perseverance, should endear him to every Briton. It must ever be regretted that he should have been tempted to dissipate his private fortune in the pursuit of a Westminster election. At Toulon, misled by cunning and hypocrisy, he was induced to promise more than he could perform; but the honour of England was always safe in his hands: and however he may have been deceived by the arts of an intriguing enemy or a pretended friend, he never departed from the dignity of a British admiral. As an ample justification of his demand, the ships which were refused to his application were granted to his successor, who even with that augmentation found himself unable to cope with the maritime power of France in the south, particularly when Spain had shewn no unequivocal signs of approaching hostility.

The naval command in the Mediterranean was the most important in point of extent and responsibility of any under the British government. The enemy had a very large fleet at their disposal; and the armies of the republic having entered Spain on the side of Roussillon, that weak and corrupt government was induced to abandon the cause of the coalesced powers, and at first secretly, and afterward openly, join itself to the murderers of Louis the Sixteenth and his unfortunate family: this disregard

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of every moral obligation was punished in the sequel both by France and England. Spain as an enemy at sea we at once wished for on account of her wealth, and despised for her want of skill; the exclusion of our ships from her ports was compensated by the capture of her valuable South-American and West-India trade; but when her fleets came to be *united to those of France*, they formed a mass, before which even the courage and talent of Sir John Jervis was compelled to retreat. This state of things however did not long continue; and if for a short period we quitted the Mediterranean, it was only to return with redoubled force, and to add fresh laurels to the naval and military fame of Great Britain.

Corsica was held only by the power of the sword, and the French were hourly on the alert to wrest it from us. The armies or the influence of the republic now covered Italy from the Alps to Otranto; the King of Sardinia trembled; Naples was at their command; and the Grand Duke of Tuscany had nothing left but submission: in short there was no port in the Mediterranean which the English might safely enter nearer than Gibraltar, the distance from which and the difficulty of procuring supplies, with the want of every necessary for a fleet, together with the selfish and mercenary cunning of the Barbary powers, rendered the situation of commander-in-chief in those seas one of great ardour and difficulty.

Government however had no hesitation in selecting

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Vice-admiral Sir John Jervis, K. B. for this important service: he had recently returned from the West Indies, where he had, in conjunction with Lieutenant-general Sir Charles Grey, conducted a successful campaign against the French Caribee islands, and compelled them to submit to the British dominion. Never had the station of an admiral required a greater display of talent, and never perhaps were the king and country more ably, zealously, or honourably, served and defended.

Sir John Jervis hoisted his flag on board the Lively of thirty-two guns, commanded by the Right Honourable Lord Garlies, now Earl of Galloway, and sailed in the month of December, 1795. The Rear-admirals Waldegrave and Mann sailed about the same time, to put themselves under his command; their flags were in the Barfleur and Windsor Castle, of ninety-eight guns each: the Commander-in-chief reached the island of Corsica early in January, and the duties and anxieties of his situation commenced before the Lively had let go her anchor in Myrtillo-bay.

We should hope no apology would be here necessary for introducing the letters of Sir John Jervis, afterward Earl of St. Vincent; they illustrate, in the clearest and most perspicuous manner, the real state of politics in that part of the world: the plans and operations of the republican armies are concisely noticed; the weakness and imbecility of the Italian princes and states are exposed; the policy pursued towards the Barbary powers, by which they were

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induced to assist us; the violation of the neutrality by both belligerents; the strength and the wants of the British fleet; and the mismanagement and inattention, in some departments of the state, in not forwarding the supplies of stores. The foresight of the Admiral in providing for the most distant contingencies, and his retreat down the Mediterranean from Corsica with the Smyrna fleet in tow, sufficiently display his zeal and ability. The ardent wish he breathes throughout for the honour of his country, and the peace of the world; the alleviation of the horrors of war whenever it lay in his power; attention to the sick, to prisoners, and, generally, to the unfortunate; the weight of responsibility, and the disregard of all personal consideration; his enmity on all occasions to the corrupt application of the public money; his acuteness in discerning, and judgment in rewarding talent; his orders to pursue the enemy, and the selection of men to execute them; the husbanding of his resources; the bold and determined attack on the Spanish fleet, with scarcely half their numerical force; and within three months after, of the suppression of a dangerous mutiny in his fleet:—these and many other important considerations will shew the character of the man, and hold him up as an example to future ages "of public virtue and of private worth."

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CHAP. IV.

Political retrospect and reflections in 1797, and acquisitions of France—Destruction of the balance of power—Success of General Bonaparte—Depression of the allies—Threats of invasion—Losses of France by sea—Stability of British government—Refusal to admit Dutch property into Britain free of duty—Failure of negotiations—Causes assigned—French and Dutch discontented—Dutch deceived by French directory—Russia and England—Treaty of commerce—Politics of Rome—Battle of Arcola—Successes and battles on the Rhine—Neutrality of Prussia—Surrender of Mantua—Austria compelled to make peace and resign Belgium—Observations on the state of England—Mutiny in Sir Roger Curtis's squadron—Summary of British naval force in 1797—Farther negotiations for peace—Lord Malmsbury at Lisle—Proposals—Rejected—Farther successes of British navy—Capture and loss of the Dorade.

We are now arrived at an important period in the war of the revolution: the commencement of the year 1797 was an era which afforded a boundless field for political speculation. Great Britain had by her arms and her councils attained an eminence whence the politician and the philosopher might take a view of the effects produced and likely to follow from the contest in which we were unfortunately engaged.

That the power, the resources, and the courage, of the French had baffled all calculation has been shewn; her aggrandizement, and the proportional depression of her neighbours, had become matter of serious alarm: if we had gone to war solely for

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the purpose of shutting up the Scheldt, the object had most completely failed; and if for the purpose of combating the hydra of faction and irreligion, our hopes were almost equally disappointed. If the acquisitions of France, after the successful campaigns of 1794 and 1795, could not be contemplated without dismay, what shall we say of the rapid progress of the French armies on the Rhine and in Italy during the two succeeding years? what had become of the balance of power which, from the reign of Elizabeth, had been the fondly cherished object of every British cabinet? That wise political arrangement was now annihilated, without much prospect of its restoration, and while France acquired fresh vigour and resources from the very war in which she was engaged, the energy of the continental powers gradually subsided and Britain left alone, was loading herself with a debt which was likely to produce the most serious evils to posterity. To sum up in a few words the vast advantages which General Bonaparte, at the head of his victorious legions, had gained for France, we copy the words of an able political writer:—*

"Never had the exploits of this celebrated warrior and his companions in arms been exceeded. In the course of a year they had been victorious in no less than eighty-four engagements, fourteen of which were pitched battles; exclusive of the slain, they had taken one hundred thousand pri-

* Dodsley's Annual Register, 1797, page 85.

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soners, and between two and three thousand pieces of artillery; they had compelled five sovereign princes, two of them kings, to submit to their own terms, and had chased five imperial armies out of Italy."

The following is an outline of the territory acquired by the republic of France, from the commencement of the war to the end of 1795: the Austrian Netherlands, the whole of Holland, the bishopricks of Liege, Worms, and Spires; the electorates of Treves, Cologne, and Metz; the duchy of Deux Ponts, the palatinates Juliers and Cleves, the little republic of Geneva, the duchy of Savoy, the principalities of Nice and Monaco in Italy, and the Spanish provinces of Biscay and Catalonia. These countries together were supposed to contain a population of thirteen millions, and the whole of the people were generally well affected to the French republic.

From the repeated victories of their armies the French were considered to be invincible by land, and the disasters of the British troops in Holland had rendered it doubtful whether our soldiers had not degenerated since the days of Marlborough.

In 1796 and 1797, the superiority of France became still more apparent: she had an overwhelming force, and the population of the country was generally in favour of the strongest side. Prussia had withdrawn from the coalition; Russia, under Paul the First, was indifferent; and Austria, though still engaged in the cause, was shackled

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with the heavy deliberations of the German diet; and the princes of the league were immoveable until touched by the golden wand of Britain: Mantua had surrendered, Italy was overrun from the Alps to Otranto, the power of the Catholic church was no more, and the Pope was reduced to a mere temporal magistrate of Rome. The hopes of the house of Bourbon and of the English ministers, from the rebellion of La Vendee, had been crushed by an amnesty, which for a time disarmed the loyal peasants of the west.

After our retreat from Holland, and the disasters of Quiberon-bay, all idea of continental invasion seems to have vanished, and we for a time were kept in dread of a reaction. France either pretended or was determined to land an army in England, whatever might be the fate of the soldiers of which it was composed.

We are now to see what we had gained by the prosecution of the war. If France had been successful on the continent, she had lost every thing in a commercial and maritime point of view; her colonies in every part of the world were reduced, and her fleets had suffered four defeats; one of which was a pitched battle, besides the capture of innumerable vessels by the British cruisers, which in every instance evinced a vast superiority of skill and valour; and while the trade of our enemies was either annihilated or driven to shelter itself under the disguise of a neutral flag, the commerce of Britain, notwithstanding the numerous

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captures made by the enemy, appears from the most authentic documents to have exceeded all precedent.

Confidence in the stability of the national resources, increased with the demands made upon them, and the sums levied by Great Britain to meet the expenses of the current year, astonished all Europe, amounting to between forty and fifty millions sterling, while a redundant population afforded a plentiful supply of men to our army and navy.

After Holland had been overrun by the French, the ministers appear to have decided a question of some importance against the common feelings of the people, or at least of all such as were acquainted with the facts.

The Dutch beginning to feel the pressure of forced loans and heavy contributions to supply the extravagance or the necessities of their liberators, wished to convey their wealth to England, to secure their money in the British funds, and land their merchandise free of duty: passports to effect this purpose were demanded and refused, by which it was calculated that twenty millions sterling was kept out of the country, which might have been added to its capital, and invigorated agricultural and commercial speculation. The reasons for this denial of hospitality, so apparently contrary to our interests, were perhaps two-fold; the first, that by withdrawing their most valuable effects from the country, Holland would cease to find defenders;

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the second, that it might open a door for much fraud upon the revenue, and most probably deprive the navy of its just and well earned profits, by the capture of the Batavian trade.

We have already noticed the failure of the negotiations at Paris, and the republican insolence with which the British ambassador was dismissed from that capital. The directory, while it pretended to be desirous of peace, threw every obstacle in its way; afraid of their own victorious armies, which had conquered Italy, Germany, and Belgium, they prophetically foresaw that the most fortunate general would seize the reins of government, unless by constant employment they were kept from the temptation. Peace would have brought them to the capital, and they were too sensible of their own weakness to suppose that the civil authority could resist the vast accumulation of military power and triumphal splendour so flattering to the pride and vanity of the French nation.

That the rupture of this negotiation was entirely owing to these considerations, and to the inordinate ambition and selfishness of the directory, can no longer be doubted. Great Britain offered to resign all the conquests she had made from France and Holland in the East and West Indies, requiring in return that the armies of the republic should evacuate the territories of our German allies, and restore Belgium to the Emperor. In declining this offer the directory saw that they had taken a re-

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sponsibility upon themselves which required an explanation to their constituents, and accordingly put forth a laboured production, which, though it might have satisfied the military and the jacobins who lived by the war, was very far from convincing the people, who had at that time acquired a habit of thinking, greatly assisted by the liberty of the press. The French and the Dutch both expressed much discontent at the rupture of the negotiation, particularly the latter, who had been reduced by their losses in war and the stagnation of commerce to the utmost distress. France had also drained Holland of her money by means of loans and rescripts, and under pretence of equipping an armament, to act in conjunction with Admiral Lucas at the Cape of Good Hope, they had received a very large sum, which they had most dishonestly converted to other uses, and allowed the unfortunate Dutch Admiral and his fleet to fall into the hands of Sir George Elphinstone. This circumstance turned the public opinion in Holland strongly against France, and produced results highly favourable to the cause of real freedom and rational liberty.

The hopes of peace having entirely vanished, France and England prepared to continue their struggles; the former for the gratification of avarice and ambition, the latter for her own existence and the peace of the world.

Great Britain had in the year 1795 concluded a treaty of alliance, offensive and defensive, with

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Russia and Austria, when the Empress, Catharine the Second, died, and left her son and successor, Paul the First, to prosecute her plans of ambition and revenge. Catharine, hating alike the French republic and the Austrian empire, was willing to allow those powers the liberty of mutually destroying each other, while she remained a tranquil but not an indifferent spectator, determined at all events not to allow the French to acquire any ascendancy in Germany.

The conduct of the court of Rome was at this crisis marked with bigotry, folly, and superstition. The Pope, without a soldier who deserved the name, expected a miraculous deliverance from the armies of his enemies, and set them at defiance: the battle of Arcola established the triumph of France in Italy, and completed the defeat of four armies by that of the republic under Bonaparte. Jourdain and Moreau were in the mean time actively employed against the troops of the German confederacy on the Rhine. These, under the command of the Archduke Charles, after many severe conflicts, compelled the French to fall back on Dusseldorf, and to raise the siege of Ehrenbritstein, next to Gibraltar the strongest fortress in Europe, standing opposite to the city of Coblentz, on the right bank of the Rhine, and at the junction of that river and the Moselle.

While Jourdain was defeated on the Lower Rhine, Moreau was more successful on the Up-

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per; he made a masterly movement on Strasburgh, crossed the river, surprised the important fort of Khel, and secured a passage for the French armies into the fruitful and extensive country of Swabia. The Archduke, hearing of the success of Moreau, sought a junction with Wurmser, who commanded the troops of the Brisgau; while he turned to the south, he was again pursued by Jourdain and Kleber: these prevented his advancing, while Moreau defeated Wurmser at Renchen, before the latter could receive assistance. Prussia, expecting a share in the spoils of the house of Austria, its ancient and inveterate enemy, quietly waited the event, and observed the most profound neutrality; mean time the victorious Bonaparte reduced Mantua, and marching to Rome, compelled the Pope to sue for peace. The continued reverses of the Austrians on the Rhine, from Strasburgh to Dusseldorf, produced at length the celebrated treaty of Campo Formio, of which we have spoken, and by which Austria for ever resigned her dominion over the country of Belgium, and received in return the republic of Venice as a compensation. With these untoward events on the continent, our prospects at home were in no degree more cheering. Treason and sedition either openly stalked, or secretly lurked, in many parts of the kingdom; a general mutiny in the navy, and partial suspicions entertained of the firmness of the army; the public funds so low as to threaten a national bankruptcy; a Spanish

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fleet of twenty-seven sail of the line, sailing from Carthagena with a determination of driving Sir John Jervis from the blockade of Cadiz; a Dutch fleet under De Winter, daring to meet the good and gallant Duncan in the North Seas, and a French fleet, with a powerful army, preparing to invade Ireland, where the discontents of the people promised them ample support.

All these dangers and difficulties were overcome by the united efforts of a virtuous monarch and a brave and loyal people; invasion was repelled, and foreign armies defeated in the heart of Ireland; treason punished; the fleets of our enemies captured or destroyed, public credit restored, and with it prosperity and confidence to the British empire.

In the month of May a squadron of his Majesty's ships, under the command of Rear-admiral Sir Roger Curtis, Bart., having put into Torbay, the seamen discovered that a mutiny existed in the fleet at Spithead, and resolved to join them: they accordingly proceeded with the ships to St. Helens, where finding that every thing had been satisfactorily arranged, and that Lord Bridport had sailed, they returned to obedience and to their duty.

On the 6th of July, three marines were shot at Plymouth for endeavouring to excite a mutiny in their division.

On the 10th of November died Frederic William the Second, king of Prussia.

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The following is a statement of the British naval force in commission in the year 1797:—

Ships of the line	124
Fifties	18
Frigates	180
Sloops	184;

exclusive of prison ships and hulks, building twenty-two of the line, three fifties, and nine frigates.

The course of victory, after the glorious battle of Valentine's-day, was interrupted for a short time by the events at Spithead and the Nore, but in October the genius of Britain resumed her trident, and Batavia felt the weight of her avenging arm; the elements disposed of the western invaders, and the continental powers began to awaken from the delusion of French protection. Even Naples, the effeminate descendant of mighty Rome, was roused to assert her independence; and though her army under Mack was defeated, and the Pope became a vassal of France, the efforts were useful to the cause of the allies and of the liberty of Europe.

Although the negotiations had been so abruptly broken off by the directory in the preceding year, the British government was still desirous of peace, if it could be obtained on fair and honourable terms.

Lord Malmsbury was again named for the honourable employment, and Lisle the place to which the plenipotentiaries were to repair.

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The first subject of discussion after their meeting was the title assumed by his Britannic Majesty of "King of France;" the second was a demand for the restitution of the ships taken at Toulon; the third to know what were the claims of Great Britain as to any mortgage upon the Low Countries: France having taken them as part of her dominions, declared she would not be bound in any engagements for money lent or given to the Emperor. Upon these questions Lord Malmsbury referred to his court for answers. To the first we know not that any denial was made at that time; certain it is that it was soon after conceded: to the second it is difficult to say what objection could be offered. This appearing the most reasonable, and naturally to be expected, the acknowledgment of the government of France entitled it fully to restitution, agreeably to Lord Hood's proclamation;* in virtue of which we should suppose that the ships captured would have been sent to England with all their stores, and there laid up in ordinary until a peace, when they should have been returned in whatever state they might happen to have been; this would have been no more than fair and honourable dealing: to the third the reply was perfectly satisfactory, viz. that whatever claims England might have on Belgium, she would look to Austria alone for their liquidation. It is clear therefore that these demands could have offered no obstacle to a peace.

* See p. 201, vol. 1, of this work.

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The project of the treaty presented by Lord Malmsbury consisted of twenty articles, which it is unnecessary to insert; it was proposed that we should retain possession of the island of Trinidad in the West Indies, as a balance for the acquisition made by France of the Spanish part of St. Domingo; and farther, that we should retain the Cape of Good Hope and the Dutch settlements in the island of Ceylon, and of the town of Cochin on the Malabar coast, in exchange for Negapatam. It was however proved in the course of the negotiations, which were protracted to a shameful length by the directory, that they had no desire to terminate the war, and probably for the same causes which had influenced their motives in the former negotiations, together with some other weighty considerations. The gloomy aspect of affairs in Great Britain led them to hope, that by persevering in the contest they might finally subvert the monarchy, or at least render it impotent as far as regarded continental interference. The mutiny of the fleet and the rebellion in Ireland gave strong hopes to the enemies of England, both foreign and domestic. With these considerations the demands of the French plenipotentiaries rose as the summer advanced, and after having dragged out a correspondence through the months of July and August, threw off the mask and openly declared they would have restitution of all our conquests, and concede nothing in return. This to a nation like Great Britain, who had fought and bled in the cause of free-

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dom, was an insult not only to her valour, but to the common sense of the people, and there is no doubt that it was so intended by the French, who after compelling Spain and Holland, contrary to their interests, to join in the war against us, pretended that they could not make a peace without the consent of those powers; nor abandon the islands of Ceylon and Trinidad, or the settlement of the Cape of Good Hope. These places having fallen into our hands, we justly resolved to keep them by the fairest of all titles, the law of conquest, in which we had profusely expended both the money and lives of our best and bravest countrymen. As peace therefore was not to be obtained on any terms which our government could accept consistently with its duty, the war, which had not been interrupted since 1793, was prosecuted with vigour and crowned with success.

From this digression we return to the operations of the navy, for which the enterprise and activity of France found full employment.

The cruisers were equally active on every station, and crowded our ports with captures. The British commerce suffered no doubt from various depredations, but on the whole the balance was in our favour, and if we except their small coasting trade, the flag of an enemy was rarely to be met with on the ocean. The squadrons under Sir John Warren and other active officers, pursued their enemy into every port and creek, from one extreme of their coast to the other; and it might be

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said, that from the Ems to the Triest they were kept in a state of constant alarm, and saw with regret the triumph of the British navy, and the destruction or capture of their "ships, commerce, and colonies."

The same officer with his squadron, cruising off Ushant in the month of July, fell in at day-light off the west end of the Saints, with a frigate, a ship-corvette, and a brig, with fourteen sail of vessels under convoy; eight of these latter he captured; the frigate and a brig laden with ordnance and naval stores he sunk, the rest escaped; the frigate was called La Calliope, mounting thirty-six guns and three hundred men. Captain John Chambers White, of the Sylph, made himself conspicuous on this occasion, anchoring his brig within pistol-shot of the enemy's frigate as she lay on shore, and completely destroying her.

Sir John soon after drove on shore, near the Sable d'Olonne, an enemy's convoy, and destroyed a gun-boat and a cutter of eighteen guns and one hundred men.

In the month of September Captain Woolley, of the Arethusa, captured La Gaieté, a French corvette of twenty guns and one hundred and eighty men.

Captain Keats, in the Boadicea, captured in November La Railleur, of twenty guns and one hundred and sixty men, in the Bay of Biscay.

On the 8th of December, the Diana, Captain Faulknor, captured La Mouché, French privateer,

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of eighteen guns and one hundred and twenty-two men.

On the 17th of December Captain Cunningham, of the Clyde, having taken a French privateer of twenty-two guns, called La Dorade, the prisoners were removed, and the master, with twenty-seven men, put on board: it came on to blow with extreme violence, and at half past four in the afternoon the prize upset; the Clyde being to windward bore up to assist her, but no boat except the jolly-boat could be found to swim; in this an officer with four men boldly ventured to approach the floating wreck, taking with them a number of light lines to throw to the people who had scrambled upon her bottom. Captain Cunningham finding the frigate drifted faster to leeward than the wreck, with admirable judgment set his courses and stood on fifteen minutes, then wore and stood back for the same space of time, by which means he exactly met his boat when it had become dark, and received her on board, with four men which they had succeeded in saving out of twenty-eight.

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CHAP. V.

Duncan commands in the North Seas—His limits—Russian Auxiliaries found useless—Return home—Their officers in our service—Swedes in the French service—Duncan cruises off the Texel—Phœnix takes the Argo—Gallant action of Trollope in the Glatton—State of the Dutch navy and commerce—Northern confederacy—Hostility of Denmark under the neutral flag—Phœnix takes vessels out of the ports of Norway—They are returned—Prudence of British government—Ambition and covetousness of France—She is supplied with naval stores by neutrals—Upright and honourable conduct of our courts of admiralty—Preparations of Great Britain for a rupture with the northern powers—Projects of France upon Ireland—Dutch fleet sails—Battle of Camperdown—Official letters—Trial of Captain Williamson—Observations and reflections.

THE command of the North-Sea station was still held by Admiral Duncan, whose limits extended from the South Foreland to Shetland, and from Calais to an indefinite distance on the coast of Norway. The Admiral had his flag in the Venerable, of seventy-four guns; and under his orders from sixty to seventy sail of pendants, including two sail of the line of the smaller class, a Russian squadron of twelve sail of the line, and seven large frigates, joined him and obeyed his orders: but on the approach of winter they were found to be in so bad a state as to require great repairs, and were therefore sent into British ports: one of them, a seventy-four, was frapped together, and in a gale from the westward was compelled to bear away for the Elbe; so that Great Britain derived no other advantage from these auxiliaries than the honour of repairing them, and sup-

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plying their insatiable wants. They were at length dismissed, as being worse than useless, but a few Russian officers were permitted to serve in our navy in order to acquire a knowledge of the profession. This was not an impolitic measure: they were all young men of the first distinction in the Russian empire, and the nautical knowledge they acquired, could only be slightly prejudicial to England in case of hostility; while the probability of such an event was placed at a greater distance by this friendly connexion. The Swedish nobles were admitted into the French navy upon the same terms, and the mutual political attachment between that power and France has been long known, and the effects of it duly appreciated. The detachment of Russia from France was of more consequence than its alliance with us; inasmuch as Russia, by the means of her naval shipping, could greatly have swelled the number of an invading enemy, the constant threat, if not the object, of the French government.

Admiral Duncan with his fleet cruised in the neighbourhood of the Dutch coast, and frequently came in sight of the Texel, where the Gallo-Batavian fleet lay at anchor, watching an opportunity to escape, which, when effected, generally ended in their capture in some distant part of the world.

The Argo, a Dutch frigate of thirty-two guns and two hundred and fifty men, which we have seen chased into Egeroe with two brigs of war, had long been blocked up in the harbour of Fleckeroe in Norway: the captain was by some means of persuasion

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induced to put to sea with his squadron, and sail for the Texel. He appeared off that port on the 12th of May, and was intercepted by the North-Sea fleet: the Phœnix of thirty-six guns, Captain L. W. Halsted, was ordered by the Admiral to chase: she quickly came up with and captured the frigate, after a short action, in which the enemy had five or six men killed, and about twenty wounded; on our side one was killed, and one wounded. The two brigs were chased by the Pegasus, Captain Ross Donelly; one was captured, the other ran on shore, and was wrecked.

A gallant action was fought by Captain Henry Trollope in the Glatton, of fifty-four guns and three hundred and fifty men, against a French squadron of very superior force. The action commenced at ten o'clock at night: the enemy waited in line for the Glatton to come down to them, in doing which Captain Trollope lost no time. The Glatton had been built for an East-Indiaman, and was armed with sixty-eight-pound cannonades, a species of gun with which Captain Trollope had been particularly successful in the late war. In twenty minutes he had silenced his opponents, and obliged them to make their retreat, leaving the British ship so disabled in her running rigging, as to be incapable of pursuing. On the following day, Captain Trollope had a distinct view of the force which he had engaged: it consisted of two large frigates, three corvettes or sloops of war, a brig, and a cutter: they had no inclination to renew the action, and the bad sailing of

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the Glatton prevented his compelling them to do it. They retired into Flushing, where Captain Trollope watched them until relieved. He was very soon after appointed to the Russel of seventy-four guns, and continued attached to the North-Sea fleet.

On this station there was little to attract our notice from the period of the conquest of Holland, by General Pichegru, in the winter of 1794 and 1795, until the year 1797. The Dutch fleet and the commerce of the Batavian republic, were pent up in the ports of the Texel and Hollands Deep. The contributions levied on the merchants by the French, far exceeded any thing which they had ever paid to the government of the Stadtholder. Their young men of all ranks were indiscriminately enrolled to serve in the French armies, and they now found themselves united with France, in the full enjoyment of all the benefits which the French revolution could bestow.

The European powers had been either actively engaged or insidiously employed on one side or the other in this eventful contest; the Danes and Swedes, with some of the Hanse-towns, became the carriers of Europe, and reaped a great harvest. Their flags were however so much employed in covering and conveying warlike stores to our enemies, that it excited the jealousy of the British government, and orders were given to all the cruisers to examine the vessels of these nations with the most scrupulous exactness. These two powers it will be remembered had, in the year 1780, in conjunction with Russia formed what was called the Northern

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Confederacy, or armed neutrality, whose principle of action was, "that free bottoms made free goods." This proposition once established, the enemies of Great Britain would carry on all their trade under a neutral flag; that of a belligerent would never have appeared except in a ship of war. Independently of supplying our enemies with such naval and warlike stores as they could not always have procured, the British commerce would have been destroyed, and the seamen in the king's service, by this fraudulent concealment of the enemy's property, deprived of their just reward of prize-money. The Danes and Swedes bore the restrictions imposed on this traffic with extreme impatience; but Russia not being a commercial power, nor at that time in a situation to join with them in another league against England, they were forced for a time to submit. In the mean while it must be acknowledged, that Denmark, at least, used every means to annoy the British trade in the Baltic, to which our government submitted with a patience and forbearance almost amounting to pusillanimity.

The coast of Norway is well known to be indented with secure harbours, particularly between Christiana and North Bergen: in these the privateers of France found a sure asylum and assistance in case of need; and while protected by the Danish government, committed the greatest depredations in our Baltic trade. Nor was it possible for the most vigilant cruiser to protect the convoys on all occasions, as they were obliged, of necessity, to pass near the

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Naze, on their passage in or out of the Sleeve. The privateers and row-boats, concealed behind a rock, or in some little cove, darted on them, either by night or day, and boarding suddenly, carried them within some jutting head land, or under the protection of a merely nominal battery, where a honeycombed gun, without ammunition, represented the power of Denmark, and established the neutrality of the port. This had long been endured by the merchants, when very serious complaints were made to Admiral Duncan, who sent Captain Halsted, in the Phœnix,* with verbal and discretionary orders, to act as circumstances might require. The Phœnix was accompanied by a small squadron, and cruised off the harbour of Egeroe, not far from the Naze; where he soon gained information that a French and a Dutch cutter, with three English prizes, had taken refuge. Captain Halsted sent his boats in, and took them all out. The privateers, though vessels of force, surrendered without opposition; the enemy, as well as the Danes, cautiously avoiding to give the slightest justification of our aggression. The two privateers and the three merchant vessels were sent to England for adjudication; but, on a representation from the court of Copenhagen, were immediately returned to the place whence they were taken. Such was the temporizing policy of Great Britain, in order, if possible, to avert the dreaded repetition of the northern confederacy, which, at last, after every fruitless concession on our part, actually took

* The Author was third lieutenant of this ship.

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place, and left us, from Archangel to Otchakoff, if we except Lisbon and Gibraltar, not one friendly port in Europe.

Ministers, no doubt, acted with great prudence, in not precipitating the country into fresh quarrels. While France, Spain, and Holland, were united against us, we were contending, not only for our own independence, but for that of all Europe, which was in danger from the inordinate ambition of the French nation, guided by a spirit of plunder, rapine, and devastation. Denmark and Sweden had neither the discernment to see, nor the generosity to acknowledge, our claims to their indulgence, while contending for the common cause. Events which followed each other, in rapid succession, very soon proved the fact that, but for Great Britain, those two powers would have become provinces of France, and, like Prussia, have been governed by a military prefect. To gratify the avarice of a few merchants of Copenhagen and Stockholm, those courts were willing to endanger their political existence, and throw down the only bulwark between freedom and despotism.

The naval arsenals of France were supplied with hemp, iron, masts, and yards, from Russia, Sweden, and Norway. Ships thus freighted became, to the British blockading squadrons, objects of the greatest interest: numbers of them were captured in the very act of entering the ports of the Texel, Brest, Cadiz, Toulon, and Carthagena: their cases were fairly and ably argued before the judges of the courts of ad-

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miralty: both at home and abroad, the King's advocate on the side of the captors, the Solicitor-general and the most learned counsel for the claimants, were heard with equal indulgence, and judgment pronounced with an impartiality worthy of the best days of Greece or Rome. The decisions, which are all recorded, are, in general, replete with wisdom and acute reasoning; and even the neutral claimants themselves have often appealed with confidence, and have not been disappointed by the award of our judges.

Great Britain had no other resources for her supply of naval stores than those above mentioned, with the Adriatic and North America: from the former, France, our chief opponent, drew the principal part of hers. The command of the seas put it in our power to intercept and prevent their falling into the hands of the enemy, and that power we used with mercy for our own preservation. In 1796, the open hostility of the northern confederacy might have been fatal to our navy, as the quantity of naval stores remaining on hand was too small to afford a hope of their lasting to the end of the war; but the government, foreseeing that a rupture must inevitably ensue, provided an abundant supply of materials for naval equipment: ship timber was imported from the Adriatic, masts and hemp from North America; while not only the navy board, but also private merchants, made very large importations from the Baltic: and the number of British ships which passed the Sound in one year, amounted to four thousand

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four hundred and fifty-five, chiefly laden with naval stores, corn, tallow, hides, hemp, and iron: at the same time, the most rigid economy was enjoined and enforced in the dock-yards, and on board the ships of war. With these precautions, the nation was enabled to meet the coming storm, and was in a condition, in the year 1800, if not to seek, at least not to dread, hostilities; while the trade of our enemies was reduced to the same difficulties and evasions to which Great Britain had been subjected at the conclusion of the American war.

The mutiny of the British navy, of which a very full account has been given, induced the Dutch patriots to hope that their fleet might successfully contend against ours, which they fondly imagined was in a very disorganized state. If such was their conviction, they were speedily undeceived, as the seamen themselves had declared, that, "should the enemy put to sea, they would go out and fight them, and then return into port and renew their complaints."

BATTLE OF CAMPERDOWN.

The French government had in contemplation the invasion of Ireland, and the fleet of the Texel was therefore sent to sea as a powerful diversion: but the best fleet which Holland could furnish was incompetent to contend with the inferior ships of our navy; for of such was the fleet of Admiral Duncan composed, with the exception of three or four that were ordered to join him from Portsmouth a few days previous to the action.

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The Dutch ships were generally very bad sailers: they had lain so long in harbour as to become foul; their crews, from want of practice, were awkward and inexperienced; and their officers, though brave, were unskilful.

They sailed on the 8th of October; and intelligence of this event was first communicated to Mr. Hamilton, master of the Active, cutter, by a Dutch fishing-boat. This officer lost not a moment in conveying the news to Captain Trollope, of the Russel, who commanded the squadron off the Texel during the temporary absence of the Commander-in-chief with the fleet, which was at Yarmouth receiving supplies of provisions and water. Mr. Hamilton was sent to him, and on the 10th conveyed by signal, from the back of Yarmouth-sands to the flagship, that the enemy was at sea: not a moment was lost in preparing to meet them. On the morning of the 11th the Admiral arrived upon his old cruising ground, and saw the Russel to leeward with the signal flying for an enemy's fleet: he instantly bore up, and at eleven o'clock got sight of the object of his anxious wishes, which for two years he had watched, and never expected to see outside of the Neiu Deep. Here was no delay, no unnecessary manœuvres in forming lines or making dispositions: the British Admiral, to use a sea phrase, "dashed at them," and at half-past twelve at noon cut through their line, and got between them and their own coast. No means of retreat was allowed, a general action ensued, and, by the greatest part of the Dutch fleet,

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was bravely maintained: a wish on their part was, however, early shewn to withdraw from their antagonists, and they kept constantly edging away for their own shore, until their progress was arrested in nine fathoms water, off the heights or sand-hills of Camperdown, about three leagues from the land. Vice-admiral Onslow, in the Monarch, bore down in the most undaunted style on the enemy's rear, broke through his line, and engaged his opponent to leeward, the wind being dead on the land at west-north-west. Admiral Duncan selected the Dutch Admiral, who had his flag in the Vryheid of seventy-four guns, as his opponent: in running down to her he was opposed by the States General, a Dutch ship of seventy-six guns, bearing a rear-admiral's flag, whose fire the Venerable soon silenced, forced him to quit the line, and then proceeded to the Vryheid, which he engaged for two hours and a half until that ship was completely dismasted. The action was general between the fleets, with the exception of two or three ships on either side, whose captains preserved a very cautious distance. The Dutch Admiral displayed, in his own person, the most undaunted valour, and was well supported by some of his countrymen, but was compelled at length to yield to superior *skill*, it would be untrue to say superior bravery. About the same time that Vice-admiral Onslow, in the Monarch, silenced his opponent, the Dutch Vice-admiral and the whole of his fleet were thrown into confusion, twelve sail struck their colours and surrendered; but owing to the bad wea-

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ther which succeeded, and the disabled state of our ships, only nine were secured: the Delft of sixty-four guns, with a valuable cargo and two hundred men, went down the second day after the action.

This was one of the severest, and certainly the most decisive engagements, that ever was fought between the two nations, and produced an effect upon the maritime powers of Europe highly advantageous to the character and interests of the British empire: had the event been different, the northern powers would not have hesitated to have joined France for the purpose of our subjugation, and to their blind revenge would have sacrificed their own existence. By the defeat of the Dutch fleet on the eastern coast, the designs of the French directory were completely disconcerted on the western side of the kingdom.

The loss sustained of killed and wounded in the British fleet was upwards of seven hundred; that of the Dutch was never correctly given; but in each of the two flag-ships there were two hundred and fifty killed or wounded.

We shall conclude this chapter with the official letters and returns relative to this action, and some observations on its political effects in Europe.

LONDON GAZETTE EXTRAORDINARY.

Admiralty-office, October 16, 1797.

Captain Fairfax, of the Venerable, arrived this morning, with despatches from Adam Duncan, Esq.

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admiral of the blue, commander-in-chief of his Majesty's ships, &c. employed in the North Sea, to Evan Napean, Esq. secretary of the admiralty, of which the following are copies:—

Venerable, at sea, 13th October, 1797,
off the coast of Holland.

SIR,

Be pleased to acquaint the lords commissioners of the admiralty, that judging it of consequence their lordships should have as early information as possible, of the defeat of the Dutch fleet, under the command of Admiral De Winter, I despatched the Rose cutter, at three P. M. on the 12th (11th) instant, with a short letter to you, immediately after the action was ended: I have now farther to acquaint you, for their lordships' information, that in the night of the 10th instant, after I had sent away my letter to you of that date, I placed my squadron in such a situation as to prevent the enemy from returning to the Texel, without my falling in with them. At nine o'clock in the morning of the 11th, I got sight of Captain Trollope's squadron, with signals flying for an enemy to leeward; I immediately bore up, and made the signal for a general chase, and soon got sight of them, forming in a line on the larboard tack to receive us, the wind at N.W. As we approached near, I made the signal for the squadron to shorten sail, in order to connect them; soon after I saw the land between Camperdown and Egmont, about nine miles to the leeward of the enemy. Finding there was no time to be lost in making the attack, I made the signal to bear up, break the enemy's line, and engage them to leeward, each ship her opponent, by which I got between them and the land, whither they were fast approaching. My signals were obeyed with great promptitude; and Vice-admiral Onslow, in the Monarch, bore down on the enemy's rear, in the most gallant manner, his division following his example, and the action commenced about forty minutes past twelve o'clock. The Venerable soon got through the enemy's line, and I began a close action, with my division on their van, which lasted near two hours and a half, when I observed all the masts of the Dutch Admiral's ship to go by the board: she was, however, defended for some time in a most gallant manner; but being overpressed by numbers, her colours were struck, and Admiral De Winter was soon brought on board the Venerable. On looking around me I observed the ship bearing the Vice-admiral's flag was also dismasted, and had surrendered to Vice-admiral Onslow; and that many others had likewise struck. Finding we were in nine fathoms water, and not farther than five miles from the land, my attention was so much taken up, in getting the heads of the disabled ships off shore, that I was not able to distinguish the number of ships captured; and

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the wind having been constantly on the land since, we have unavoidably been much dispersed, so that I have not been able to gain an exact account of them; but we have taken possession of eight or nine: more of them had struck, but taking advantage of the night, and being so near their own coast, they succeeded in getting off, and some of them were seen going into the Texel the next morning.

It is with the greatest pleasure and satisfaction I make known to their lordships, the very gallant behaviour of Vice-admiral Onslow, the captains, officers, seamen, and marines, of the squadron, who all appeared actuated with the truly British spirit; at least, those that I had an opportunity of seeing.

One of the enemy's ships caught fire in the action, and drove very near the Venerable; but I have the pleasure to say it was extinguished, and she is one of the ships in our possession. The squadron has suffered much in their masts, yards, and rigging, and many of them have lost a number of men; however, in no proportion to that of the enemy. The carnage on board the two ships that bore the Admirals' flags, has been beyond all description; they have had no less than two hundred and fifty men killed and wounded on board of each ship. And here I have to lament the loss of Captain Burgess, of his Majesty's ship the Ardent, who brought that ship into action in the most gallant and masterly manner, but was unfortunately killed soon after. However, the ship continued the action close, until quite disabled. The public have lost a good and gallant officer in Captain Burgess, and I, with others, a sincere friend.

Captain Trollope's exertions and active good conduct, in keeping sight of the enemy's fleet until I came up, have been truly meritorious, and, I trust, will meet a just reward.

I send this by Captain Fairfax, by whose able advice I profited much during the action; and who will give their lordships any farther particulars they may wish to know.

As most of the ships of the squadron are much disabled, and several of the prizes dismasted, I shall make the best of my way with them to the Nore.

I herewith transmit you a list of killed and wounded, on board such of the squadron as I have been able to collect; a list of the enemy's fleet opposed to my squadron, and my line of battle on the day of action.

I am, Sir,

Your most obedient humble servant,

ADAM DUNCAN.

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List and disposition of the Dutch fleet on the 11th October, 1797.

Van.

Vice-admiral Reyntjes, commander.

Ships.	*Commanders.*	*Guns.*	*Men.*
Cerberus	Capt. Jacobson	68	450
Delft	—— Verdoorn	56	375 taken.
Jupiter	Vice-admiral Reyntjes / Rear-admiral Meurer	74	550 taken.
Alkmaar	Capt. Kraft	56	350 taken.
Haerlem	—— Wiggerts	68	450 taken.
Munnikkendam	—— Lancaster	44	270 taken.
Heldin	—— Dumisnilde L'Eestrille	32	230
Daphne (brig)	Lieut. Fredericks	18	98

Centre.

Admiral De Winter, commander-in-chief.

Ships.	*Commanders.*	*Guns.*	*Men.*
Wassenaer	Capt. Holland	64	450 taken.
Batavier	—— Souters	56	350
Vryheid (the Liberty)	Admi. De Winter Van Rossem	74	550 taken.
States General	Rear-admiral Story	74	550
Leyden	Capt. Musquetier	68	450
Mars	—— Kolff	44	400
Waaksaamheid	—— Lieut. Nicrop	24	150
Minerva	—— Eilbracht	24	150
Galatea (brig)	Lieut. Riverg	18	98
Atalanta (brig)	—— Plets	18	98

Rear.

Rear-admiral Bloys, commander.

Ships.	*Commanders.*	*Guns.*	*Men.*
Admiral Derries	Capt. Zegers	68	450 taken.
Hercules	—— Van Rysoort	64	450 taken.
Brutus	Rear-admiral Bloys	74	550
Beschermer	Capt. Hinxtt	56	350
Gelykheid (the Equality)	—— Ruysen	68	450 taken.
Ambuscade	—— Lieut. Huys	32	270 taken.
Ajax (brig)	Lieut. Arkenbout	18	98
Haasje (Aviso)	—— Hartenfeld	6	35

N.B. Another line-of-battle ship, reported to be taken, name unknown.

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Disposition of the squadron, in order of battle, the 11th of October, 1797.

Larboard or Lee Division.

Richard Onslow, Esq. vice-admiral of the red, commander.

Ships.	*Commanders.*	*Guns.*	*Men.*	*Killed.*	*Wounded.*
Russel . .	Capt. Hen. Trollope .	74	590	—	—
Director . .	—— Wm. Bligh . .	64	491	—	—
Montagu .	—— John Knight . .	74	590	—	—
Veteran .	—— George Gregory .	64	491	—	—
Monarch .	Vice-admiral Onslow, Capt. Edwd. O'Bryen	74	599	36	100
Powerful .	—— W. O'Brien Drury	74	590	10	78
Monmouth .	—— J. Walker . .	64	491	5	22
Agincourt .	—— John Williamson	64	491	—	—

Repeaters.

Beaulieu, frigate, 40 guns, Captain Francis Fayerman.
Cutters,—Rose, King George, Active, Diligent; Speculator, lugger.

Starboard or Weather Division.

Adam Duncan, Esq. admiral of the blue, and commander-in-chief, &c. &c. &c.

Ships.	*Commanders.*	*Guns.*	*Men.*	*Killed.*	*Wounded.*
Triumph .	Capt. W. H. Essington	74	640	29	55
Venerable	Admiral Duncan, Capt. Geo. Fairfax	74	593	15	62
Ardent .	—— Rich. R. Burgess	64	491	41	107
Bedford .	—— Sir Tho. Byard .	74	590	30	41
Lancaster .	—— John Wells . .	64	491	3	18
Belliqueux	—— John Inglis . .	64	491	25	78
Adamant .	—— Wm. Hotham .	50	343	—	—
Isis . .	—— Wm. Mitchell .	50	343	—	—

Repeaters.

Ships.	*Guns.*	*Men.*	*Commanders.*
Beaulieu	40 .	280 .	Capt. F. Fayerman.
Circe	28 .	200 .	—— Peter Halket.
Martin (sloop) . .	16 .	125 .	—— Hon. Chas. Paget.
Rose (cutter)	.	.	Lieut. Brodie.
King George	.	.	—— Rains.
Active	.	.	Mr. Hamilton.
Diligent	.	.	Mr. Dawson.
Speculator	.	.	Mr. Hales.

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Venerable, off Orfordness,
SIR, *October* 15, 1797.

In addition to my letter of the 13th instant, containing the particulars of the action of the 11th, and which I have not been able to send away until this day, I have to acquaint you, for the information of the lords commissioners of the admiralty, that from the wind continuing to blow on the Dutch coast, the ships have had great difficulty in keeping off the shore, and that we have unavoidably been separated. On Friday last the wind blew strong from the W. S. W. to W. N. W. and continued so to do until Saturday morning; it then shifted to the north, when I made the signal to wear, stood to the westward, and fortunately anchored here last evening; the Venerable being so leaky, that, with all her pumps going, we could but just keep her free. This morning I observed the undermentioned ships* at anchor near us, three near the Kentish Knock, and three in Hosley-bay. The wind is at N. W. and much against the disabled ships; I have therefore sent the Lancaster and Beaulieu out to render them assistance.

Sir Thomas Williams, in the Endymion, who joined me the day after the action, I also sent in shore to keep by and assist the disabled ships; and I am informed that, in the course of the night, he fell in with a Dutch ship of the line off the Texel, and had engaged her, but I have not heard the particulars.

I am, Sir,
Your most obedient humble servant,
Evan Nepean, Esq. ADAM DUNCAN.

By comparing the lists the seaman will perceive that, in point of effective force, the advantage was rather on the side of the English; not, however, in so great a degree as to ensure a complete victory. The Dutch, in all their former wars, had been among our bravest and most successful rivals: in many actions we had met with obstinate resistance; and in the last general engagement on the Dogger-bank, in the year 1781, fought between Sir Hyde Parker and Admiral Zoutman, both sides claimed the victory, though, after a very hard fought action, neither side had taken a ship.

* Monarch, Powerful, Lancaster, Beaulieu.

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In the action of the 11th of October, 1797, the superiority of Britain over the Dutch was unequivocally acknowledged and established; but while we justly claim the pre-eminence, let us do justice to the valour of our opponents. Under all the disadvantages of inactivity and consequent want of practice, the resistance made by the Batavian fleet was very respectable, and the number of killed and wounded in the British fleet, though of very inferior force to that of Sir John Jervis, and little more than half of that under the command of Earl Howe, was more than double that of the first, and nearly equal to that of the second: this proves what the Dutch would have done if left to their own energies. But the power of France had overwhelmed the United Provinces, their spirit was crushed, their property confiscated to supply the rapacity of a "liberating army," their youth marched away to fight, in distant and unhealthy climates, battles in which their country had no interest; the Dutch, in fact, were slaves, and had ingloriously sunk under that power to whom, in the preceding century, they had dictated a peace in the capital of France.* Of this melancholy truth they were sensible in the battle of Camperdown; they knew the victory, if obtained, was not for them, and defeat would render them no worse than they had been. De Winter behaved nobly, and is said to have been the only person on his quarter-deck

* Treaty of Aix La Chapelle, the terms of which, according to Voltaire, were arranged by Vanbenning at St. Germain, not far from Paris. See Histoire Générale de la Belgique, tom. vi. p. 19.

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that was not either killed or wounded: when conducted a prisoner on board the Venerable he presented his sword to Admiral Duncan, who courteously returned it to him with an appropriate compliment. De Winter and Duncan were two of the tallest and finest men of their fleets: Admiral Duncan had been reckoned the handsomest man of his time in the reign of George the Second; and even at his advanced age, had a noble and commanding appearance. De Winter is said to have lamented with bitterness, that in the midst of the carnage, which literally floated the decks of the Vryheid in blood, he alone should have been spared. Towards the conclusion of the action, the Hercules, one of the Dutch ships, took fire in her poop and burnt furiously; it was, however, soon got under and extinguished by the exertions of the officers and seamen of the Triumph.*

Two days of bad weather succeeded the action; the fleet being close to the land off Camperdown in a very crippled state, and the wind blowing on the shore, it was with the utmost difficulty the disabled ships were preserved; and one or two of the prizes, taking advantage of these circumstances, escaped into the Texel; the Delft went down astern of the ship which had her in tow: they had been taken possession of, but the number of English put on board was too limited to preserve the command of the vessels against the Dutch officers and crews.

* The two admirals, after the duties of the day were arranged, dined together on board the Venerable in the most amicable manner, and concluded the evening with a rubber of whist.

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Admiral Lord Duncan.

From a picture by Hoppner. Engraved by R. Cooper, for Capt. Brenton's Naval History.

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Sir Thomas Williams, in the Endymion frigate of forty guns, engaged a Dutch ship of the line, and endeavoured to prevent her entering the passage of the Haeks, but in vain. It was not till the 14th that Admiral Duncan was enabled to reach the anchorage of Hosely-bay; the Venerable had, at that time, four feet water in her hold.

Vice-admiral Onslow greatly distinguished himself in this action; he thought it was his duty to engage the Dutch Vice-admiral, and was about to pass under his stern for that purpose, when Captain O'Brien observed to him that the Dutch Admiral's second had closed up with him so near as to prevent any ship passing between them through the line: "The Monarch will *make* a passage," replied Onslow, as he kept on his course. The second to the Dutch Admiral, fearing to be laid on board by his resolute enemy, opened his distance so as to admit him, and, as a reward for his want of determination, received the broadside of the Monarch into his bows, while the other broadside was poured, with equal effect, into the stern of the Dutch Vice-admiral, whom he compelled to surrender. The ships that bore the brunt of the action were, the Venerable, Monarch, Bedford, Isis, Powerful, Ardent, Belliqueux, Lancaster, Triumph, and Monmouth; of these the Monarch and Ardent suffered the most, the former having one hundred and thirty-six, and the latter one hundred and forty-eight, killed and wounded. Captain Burgess, of the Ardent, was the only officer of his rank who fell on this occasion. The ships which we have

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not named in the British fleet had none killed or wounded: the conduct of one or two captains elicited the severest censure.—We do not assert that because none are hurt on board a ship engaged with an enemy, that she must necessarily have failed in her duty; a contrary inference may be drawn from several distinguished actions in the late war: Captain (now) Sir James Saumarez, in the Crescent frigate, took a ship of equal force, killed or wounded one third of her crew, and had only one of his own people slightly hurt; and Captain (now) Sir Robert Barlow, in the Phœbe, took the Africaine, of superior force, and with a prodigious slaughter on board the enemy, had no one killed in his own ship: these are proofs of great skill and good fortune, and the same may undoubtedly happen in a general action between fleets: but where a ship attracts the notice of those around her, by keeping out of gun-shot while the others are warmly engaged, the commander-in-chief would not perform his duty were he to pass it over in silence. Captain Williamson, of the Agincourt of sixty-four guns, was, under this imputation, brought to a court-martial soon after the ship arrived at Sheerness, and it was fully proved that he had taken no part whatever in the action; he was sentenced to be dismissed from the command of his ship, and placed at the bottom of the list of post-captains: his death was reported shortly after, but it was generally believed that he changed his name, and received his half-pay many years longer.

The gallant Duncan arrived at the Nore on the

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16th of October; on the 17th he was created a baron of Great Britain, by the titles of Baron Duncan of Lundie, and Viscount Duncan of Camperdown. Vice-admiral Onslow was created a baronet; gold medals were struck to commemorate the victory, and presented to the admirals and captains in the same manner as after the 1st of June, and 14th of February.—The thanks of both houses of parliament were voted to the admirals, captains, officers, seamen, and marines; Lord Duncan was presented with the freedom of the city of London, and a sword valued at two hundred guineas; and the vice-admiral, Sir Richard Onslow, was also presented with the freedom of the city, and a sword of one hundred guineas value.

On the 30th of October his Majesty embarked at Greenwich on board one of the royal yachts, in order to pay a visit to the Commander-in-chief of the North-Sea fleet, on board of his own ship in Sheerness harbour, and thank him in person, as he had done to Earl Howe on a former occasion. Captain Henry Trollope commanded the yacht in which his Majesty had embarked, but a constant succession of bad weather prevented the royal squadron making any progress, and business of the utmost importance requiring his Majesty's return to his capital, he disembarked on the 1st of November and went to London. It was during this little excursion that his Majesty was graciously pleased to pardon one hundred and eighty seamen, confined for mutiny on board the Eagle prison-ship in the river Medway.

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Captains Trollope, and William George Fairfax of the Venerable, were created, by the king, knights bannerets. After the victory of Camperdown, the Dutch ceased to be considered a maritime power, although a squadron of observation constantly remained off the Texel, and the mouths of the Meuse and the Scheldt. Vice-admiral Rentjies, who was taken prisoner in the action, died shortly after in England of the wounds which he received: his remains were sent to Holland with every mark of respect, which the civilized nations of Europe delight in paying to the memory of a brave and fallen enemy.

Admiral Storey, in the States General, a Dutch ship of seventy-six guns, who had escaped from the scene of action followed by five other ships, contrived to make his peace with the Gallo-Batavian government, by proving that his only means of safety was in flight. This was the second naval victory gained this year: the Spanish fleet had been defeated in February by Sir John Jervis, with a squadron of ships scarcely half the force of the enemy; and the honest and enlightened part of Europe beheld, with wonder and admiration, the glorious and successful struggles of Great Britain against her united enemies abroad, and her inveterate and incorrigible traitors at home; who sought, in conjunction with the government of France, to overturn our constitution, and share the spoils of our happy and flourishing country.

On the 19th of December, his Majesty, with all the royal family, attended by the great officers of

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state and the members of both houses of parliament, went in procession to St. Paul's cathedral to return thanks to the Almighty for the mercies shewn to the nation, particularly for the naval victories obtained over our enemies. The colours captured were borne by the admirals and captains who were present in the actions, and who happened to be in England at the time: those taken on the 1st of June, 1794, by Vice-admiral Sir Thomas Pasley; those from the French in the Mediterranean, 13th of March, 1795, by Vice-admiral Goodall—from the Spaniards on Valentine's day, 1797, by Vice-admiral Sir Charles Thomson—the Dutch flag taken on the 11th of October, by Admiral Lord Duncan in person; and those from the squadron in Saldanha-bay, at the Cape of Good Hope, by Captain Billy Douglas.

After the service and the proper solemnities were gone through, the flags were deposited as trophies in the cathedral, and his Majesty returned in procession to his palace amidst the cheers and congratulations of his affectionate and devoted subjects, thus happily terminating the evils with which we were threatened at the beginning of the year.

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CHAP. VI.

Affairs of Italy—Blockade of the enemy's coast—Letters of Sir John Jervis to Colonel Graham—To Consul Gregory—To Mr. Jackson on the sale of Austrian prisoners—To Sir William Hamilton—Evacuation of Legborn—Capture of Elba—Letter to Nelson—Difficult situation of the Admiral—Letter to Sir Morton Eden—To the Viceroy of Corsica—Neutral trade—To Trowbridge—To Dey of Algiers—To the Viceroy—To the King of the Two Sicilies—To the Viceroy—Evacuation of Corsica—Retreat to Gibraltar—Loss of the Courageux and escape of the Gibraltar—Sir John Jervis arrives at Lisbon—Loss of the Bombay Castle—Evacuation of Elba—Capture of the Mahonesa—Capture of the Nemesis and Sardine—Siege of Mantua raised—Instructions to Mr. Master—Mediterranean Passes—Letters to Sir William Hamilton—To the Viceroy—To Francis Drake, Esq.—Action of Terpischore and Vestal—Reinforcement arrives to Sir John Jervis—He sails—Battle of the 14th of February—Its consequences—Remarks—Official papers.

WHILE Sir John Jervis was watching the progress of the French arms in the south of Europe, the British fleet of fifteen sail of the line, under his command, lay at anchor for a short time in Fiorenzo-bay, whence the Admiral kept up a constant correspondence with the Viceroy, Sir Gilbert Elliot; and it required every exertion of these skilful men to guard the honour and support the interests of Great Britain and her allies in the Mediterranean.

The French General Bonaparte, in the month of April, had entered the territory of the Grand Duke of Tuscany; and after pretending, with his usual political hypocrisy, to respect the neutrality

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of that state, assumed the civil and military government, and fired on British vessels approaching Leghorn. In the mean time a rigorous blockade of that port, and the whole of the French, Genoese, and Tuscan coast, was commenced by the Admiral, who selected Nelson and Trowbridge for that service, and gave to each a small squadron, with which they kept the coast in a constant state of alarm. Trowbridge, in the Culloden, was stationed off Toulon, and Nelson, in the Captain, off Leghorn, where he was pursuing that career of glory which burnt with increasing brightness until "he expired in the arms of victory."*

General Beaulieu gave hopes of the Austrians approaching the coast of Italy, and establishing a communication with the British fleet.

The Admiral addressed the following letter:—

Victory, off Toulon.
No date.

To Lieutenant-colonel GRAHAM (afterward Lord Lynedoch) with the Austrian army.

I have sent a squadron of frigates and sloops of war into the Adriatic, commanded by active, enterprising seamen and able officers, who will perform the services required to the utmost extent of the wishes of Marshal Wurmser. I have no vessels which come under the description of flotilla, except two gunboats lately captured by Commodore Nelson, which are at present employed in the blockade of Leghorn: when that service is over they will proceed to the Tiber. Captain Miller, who is an officer of infinite resource, will fit out a hundred at Triest, if the Emperor will put confidence in him; and should hostilities have recommenced between the Neapolitans and the Turks, his Sicilian Majesty can furnish a number of the completest vessels

* Collingwood's letter.

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in the Mediterranean. I beg you will assure the Marshal that on his approach to the coast I will pay my respects to him, and shall have great pleasure in availing myself of that occasion to make a personal acquaintance with you; having the honour to be, with great esteem and regard, &c.

J. JERVIS.

The French under their new government, never restrained by any feelings of justice or honour, sold their Austrian and German prisoners to the Spaniards, who either drafted them into the army or transported them to their colonies, perhaps to become slaves in their mines of Mexico and Peru. This was discovered by Nelson, and officially reported by him to Sir John Jervis, who seized every opportunity of conciliating the good will of the Austrian government.

The following letter to Mr. Gregory exposes the infamous practice:—

Victory, off Toulon,
July 5, 1796.

To Consul GREGORY.

The court of Spain is probably not yet informed that the French commissioners in the Genoese territories make a practice of selling the Austrian prisoners to the agents employed to recruit the Spanish armies. A complaint will soon come in from the court of Vienna upon the subject. One hundred and forty grenadiers taken in one of the last actions have been discovered by Commodore Nelson on board a Genoese vessel. The Spanish agent begged the affair might be hushed up, but the Commodore has my orders to represent it to the Austrian General.

We pay particular attention to the subjects of Spain; and the most precise orders are given respecting communication with vessels coming from the Barbary coast, where the plague has raged.

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May I request of you to obtain a passage to Algeziras, Malaga, or Cadiz, for Mr. Faulknor, brother to the late gallant Captain of the Blanche, who distinguished himself so highly in taking the Pique, on which occasion he fell like Epaminondas.

Victory, off Toulon,
Aug. 15, 1796.

To THOMAS JACKSON, Esq., Secretary of Legation at Tunis.

From a dealer in human flesh, the demand made upon me to deliver up one hundred and fifty-two Austrian grenadiers serving on board his Majesty's fleet under my command, is natural enough; but that a Spaniard who is a noble creature should join in such a demand, I own astonishes me; and I can only account for it by supposing the Chevalier Caamano is not aware that the persons in question were made prisoners of war in the last affair of General Beaulieu, and are not deserters, and that they were most basely and inhumanly sold by the French commissioners in the Western Riviera of Genoa, to the vile crimps who recruit for the foreign regiments of Spain. It is high time a stop should be put to this abominable traffic, a million times more disgraceful than the African slave-trade: and I trust the strong remonstrance about to be made by the court of Vienna to the court of Madrid will produce the effect; in the mean time I request you will make my acknowledgments to Mr. Wickham for the judicious manner in which he treated the subject in his correspondence with the Chevalier Caamano.

Victory, off Toulon,
July 15, 1796.

To Sir WILLIAM HAMILTON.

I am honoured with your Excellency's letter by Lord Garlies, and another, the copy of which I have sent to the Viceroy. I have not been unmindful of your situation and that of my fair countrywomen in Italy. A line-of-battle ship I cannot spare, my numbers being small, but a frigate has always been ready to fly to your protection. The Pope having made his peace, and Naples entered into an armistice, I am in some measure relieved from the apprehensions I felt for Lady Hamilton and yourself.

It would be an injustice to the cabinet of Naples not to admit

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that it shewed great vigour until the republican army took post in the centre of Italy.

The Austrian army has been miserably deficient in point of numbers, and the councils of Vienna have wanted that energy by which alone these devils can be checked: it is not too late yet if the new parliament will sanction a large loan.

J. JERVIS.

In the month of June, while Sir John Jervis was cruising with his fleet before Toulon, he ordered Captain M'Namara, of the Southampton, to go in chase of a French corvette, which took refuge from her pursuers late at night under the batteries of Hieres-bay. Captain M'Namara ran alongside, when Mr. Lydiard, his first lieutenant, at the head of the boarders, sprang upon her deck, and after a desperate conflict of ten minutes, in which the French captain and twenty-five of his men were killed and wounded, the vessel was captured and brought out to the fleet, where Captain M'Namara met with the most flattering reception from the Commander-in-chief.

Nelson, during this active blockade of Genoa, cut out from Oneglia a convoy of seven or eight vessels, loaded with brass ordnance and other valuable stores. Captain Freemantle, who commanded a squadron of his Majesty's ships off the port of Leghorn, was summoned to attend a council consisting of the consul and all the merchants of the British factory; when it was decided that the factory and property belonging to English merchants should be withdrawn: this was speedily done with the assistance of the ships of war;

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three-and-twenty sail were loaded and hauled out of the mole in a very short time, and the last of them was scarcely clear when the French entered the town and began to fire on the Inconstant. Every thing however had been so well arranged that no damage was sustained, and none who wished to come away were left behind. Nelson, who might be said never to sleep, heard of the state of things at Leghorn, and hastened to its relief, but found on his arrival that Captain Freemantle had done all that could be required.

This invasion of a neutral territory by land compelled us in self-defence to do the same by sea: we instantly took possession of the island of Elba, belonging to the Grand Duke: by this fortunate acquisition we obtained plentiful supplies of provisions, and had the advantage of the fine harbour of Porto Ferrajo, which during the preparation for and after the evacuation of Corsica was of great importance to us.

The squadron under the command of Nelson at the attack of this place consisted of the following ships, viz.

Ships.	*Guns.*	*Commanders.*
Captain	74	Commodore Nelson
Inconstant	36	Capt. Freemantle
Flora	36	—— Middleton
Southampton	32	—— M'Namara
Petterel	18	—— Stewart
Vaneau, brig		Lieut. Gourlay
Rose, cutter		—— Walker;

with a small body of troops under the command of Major Duncan of the engineers.

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Sir John Jervis addressed the following letter to Nelson:—

Victory, off Toulon,
July 31, 1796.

To Commodore NELSON.

There is great wisdom and sound judgment in every line of the Viceroy's letter; act up to it and you cannot err. We have no business with Vado or Port Especia until the Austrians enter Piedmont. Do not let any vessel come out of Leghorn mole, full or empty, unless the Viceroy advises it. B —— on his death-bed would take money from Swede, Dane, or the devil. I wish you would send the Petterel to Triest to reinforce Miller: and recommend to Colonel Graham, if you have any means of communicating with him, that the Austrian flotilla should be put under Captain Miller's orders. If you can write in ciphers to Mr. Drake at Venice to this effect, perhaps it may be more speedily carried into execution.

Early in October, 1795, Rear-admiral Mann was detached with a squadron of six sail of the line in pursuit of Richery: this very much reduced the fleet in the Mediterranean, and accounts for the small force left with Sir John Jervis off Toulon, where, notwithstanding the conflagration of 1793, a fleet, superior in number at least, beheld him, but without attempting to move or to interrupt his rigorous blockade. By the judicious management of his ships he guarded the most important posts, and by a skilful combination preserved that communication with the whole of his cruisers which would at a short notice have enabled them to support each other. Thus at the same time he protected Corsica, blockaded Leghorn, Nice, Genoa, and Toulon, and watched with an eagle's eye the

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movements of the Spanish fleet in the port of Carthagena.

While this able officer held in his hands the honour of the British flag, the safety of her Mediterranean commerce, and her connexion with the princes of the houses of Bourbon and Austria, the government at home was not unmindful of his situation; but an unfortunate prevalence of westerly winds kept his supplies and his reinforcements alarmingly deficient, both in the number of his ships and the quantity of naval stores: the misfortunes were aggravated by the unaccountable conduct of Rear-admiral Mann, whom we have seen detached with six sail of the line in quest of Richery; but apprehensive of not being able to rejoin his commander-in-chief, he returned with his squadron to England, at a time when every reinforcement he could have carried with him would not have placed Sir John Jervis on an equality with his enemies. From a situation so embarrassing, nothing but his own genius and energy could have extricated him. After receiving off Toulon the long-expected orders for the evacuation of Corsica, he repaired to Fiorenzo-bay, where he instantly began, in concert with the Viceroy, to plan and to execute the laborious task. Nelson was sent to Bastia to manage the embarkation of every thing at the seat of government. Towry in the Diadem, and M'Namara in the Southampton, had charge of Calvi and Ajaccio, and to embark all the naval stores at the latter place, where we had

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established a dock-yard, to which Captain Isaac Coffin had been appointed commissioner. Captain Tyler in the Aigle was in the Adriatic, and kept up a communication with the Austrian armies under Marshal Wurmser from Ancona to the Po. Cockburn in the Minerve blockaded Leghorn and the coast of Genoa, and Freemantle was sent with letters of conciliation and well-timed presents to the African princes. Captain Richard Bowen of the Terpsichore was stationed at Gibraltar to cover the supplies of the Rock, and protect the convoys between that port and the coast of Barbary. The armies of France had penetrated into Roussillon, and compelled the weak and timid Charles the Third of Spain to declare war against us. His soldiers fled from those of the republic; and the Spanish fleet was now to meet ours upon the ocean as enemies under their own colours, or submit to wear the flag of France.

The Austrian armies were advancing into Italy, and for a time held the French in check, but like the Dutch they were rarely to be depended on; nor was it until their existence as a nation was threatened, that they could be roused to proper exertions. The Admiral, with a view to stimulate them, addressed the following letter:—

Victory, off Toulon,
Aug. 2, 1796.

To Sir Morton Eden.

I have the honour to acquaint your Excellency that I have ordered Captain Tyler, with his Majesty's ships L'Aigle, Flora,

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and Boston, to cruise in the Adriatic, between Ancona and the embouchuses of the Po, for the protection of the supplies from Triest to the Austrian army, and to co-operate in the objects of the campaign, with which I request you will acquaint his Imperial Majesty; and assure him of my profound respect and firm determination to use every means in my power to give effect by active and vigorous co-operation to the measures planned by his Majesty for the success of his army in Italy.

Captain Tyler has taken, on board a French vessel under Greek colours, some of the artificers of the foundery of Valence, on their passage to Constantinople, with valuable manuscript instructions for conducting the work in Turkey.

Victory, off Toulon, Aug. 6, 1796.

To the VICEROY.

I am clearly of opinion that no attempt should be made upon Leghorn until General Wurmser gets possession of Lombardy, or that we have a moral certainty of his doing so; otherwise we may be driven out of it again, and in such an event it is on the cards that these devils would destroy the town and mole; at the same time it is certainly an object to keep in the mind's eye; and the promptitude of Commodore Nelson you are always sure of. I do not wish to weaken the garrison of Porto Ferrajo, always having in contemplation treachery, stiletto, and poison. My judgment goes to suffering neither egress nor regress from Leghorn, with a view to bring all the neutral powers on the French, and to foment the irritation within the town; I however cede to your opinion as far as light vessels go, but I never can consent to Mr. B——, of whom I have the worst opinion, carrying on a traffic under Mr. Wyndham's passport.

The flags of France and Holland were now rarely seen in a merchant vessel, and the Danes and Swedes began to protect the property of the belligerents under the cover of neutrality: this practice being detected numerous captures were made; and a court of vice-admiralty being established at Ajaccio, vessels of this description were

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speedily brought to trial and condemned, or liberated by an impartial judgment.

The capture of the Nemesis, Sardine, and Unité, though not in the dominions of the Dey of Algiers, had enabled the enemy to misrepresent our policy to that court; and Sir John Jervis was induced to write the following letter:—

Victory, at sea,
October 10, 1796.

To his Highness the DEY of ALGIERS.

SIR,

I am honoured with your Highness's letter of the 7th of August by the Southampton frigate from Porto Ferrajo, for I have not been in port during the last six months. I am very thankful to your Highness for your expressions of kindness and friendship towards the King my royal master, and the British nation. Your determination to maintain the peace and amity which has so long subsisted between the two countries to the mutual advantage of both, shews the wisdom and virtue of your Highness, and that you consult the true interests and happiness of your subjects.

I am not unacquainted with the attempts made to misrepresent to your Highness the conduct of the commanders of his Majesty's ships under my orders, by a number of intriguants both French and of other nations, whose sordid views in traffic cause them to fall upon the basest means of enriching themselves; but I observe with the greatest satisfaction that their inventive faculties cannot elude your discerning eye, which always sees through their imposture.

The polacre sent as a present to your Highness by the Viceroy of Corsica, was the same vessel which your dragoman Mr. Bensammon saw at Bastia, reputed the best sailer in the Mediterranean, and so valued by the owners, that it was with great difficulty she was purchased at a high price: as your Highness did not approve of her, it was very commendable in the Captains Freemantle, Hope, and Hotham, to lay at your feet the cruiser which they had captured from the enemy.

Captain Freemantle is a man of the nicest sense of honour, incapable of uttering a falsehood; and you may rely on the re-

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port he made in presence of your Highness relative to the capture of the republican frigate L'Unité, which is a full answer to the impudent demand made on you by the directory.

With respect to the accidents which have happened to your Highness's cruisers, they have been occasioned by their failing to make the private signal agreed upon between your Highness and my predecessor Admiral Hotham. You are sensible that the French privateers, manned and commanded by the subjects of your enemies the Genoese, make a constant practice of hoisting the Algerine flag whenever they approach our ships, and that the Bridget transport, which was carried into your principal port, was actually fired upon and surprised by a paltry row-boat (which she would otherwise have sunk), under this scandalous violation of honour and good faith.

The Rais who commanded your squadron on the coast of Provence approached my flag in an officer-like manner, by hoisting the signal when the look-out frigate made sail towards him; and I have no doubt he reported to your Highness the civility with which I treated him, as well as the Rais of a galley belonging to the Bey of Mascara, your Highness's vassal.

The most serene republic of Genoa having committed very flagrant breaches of neutrality against Great Britain, the captains of his Majesty's ships have orders to seize all vessels navigating under the Genoese flag; it is therefore not in my power to comply with your Highness's request of granting passports to certain merchants subjects of Algiers to trade under the flag of that republic.

The French have wounded themselves more than they have us, by the violent manner in which they took possession of Leghorn; for it has been held in blockade ever since by a squadron of ships under my command, and the enemy has not drawn any resources from it, while we obtain those supplies from other parts of the coast of Italy which we used to receive from thence: I am not however the less sensible of your Highness's friendly offer to supply us from all your ports; and when the season is more favourable for approaching the coast of Africa, I shall endeavour to avail myself of your kindness; and I trust that before my final departure from these seas I shall have an opportunity of shewing your Highness in person the respect with which I have the honour to be

Your Highness's most obedient,

J. JERVIS.

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Victory, off Toulon,
Oct. 2, 1796.

To the VICEROY.

It is not in my power to exercise the smallest discretion, for they have sent me out no provisions, and I very much doubt whether I shall not be compelled to touch at Lisbon for a supply: thus circumstanced there is not an hour to be lost. In the seventh month of our cruise it is a hard measure to put the people to two thirds allowance, but I cannot help it. If you do not withdraw the cannon and ordnance stores from Bonnifacio, Ajaccio, and Calvi, there will be very little to do. Captain M'Namara will carry into execution any orders you may please to give him on these heads. I trust by the 20th or 25th every thing will be ready for us to proceed. The war with Spain is certain, for I have orders to attack ships of that nation in fleets, or singly, wherever I may meet with them: unfortunate that Commodore Nelson could not have been put in possession of this in time. I only got it last night.

Your letter to the Duke of Portland is replete with sound reasoning, but it was determined to abandon Corsica in case of a war with Spain a year ago. I enter into all your feelings, and lament that I cannot act up to them.

Victory, off Toulon,
Oct. 6, 1796.

To the VICEROY.

We have just spoke with two Algerine cruisers, one of them (a xebeque) presented to the Dey by Captains Freemantle, Hope, and Hotham: a cleverer vessel I never saw, appearing to be quite new. The Rais* was so proud of her he came close under the Victory's stern, and we had a long parley. The Commodore was a polacre of thirty guns, and was very inquisitive to know whether we still held Corsica, Porto Ferrajo, and Caprajo; shewed the strongest tokens of friendship both in speech and gesture, knew all about the length of our cruise, and seemed full of admiration of the outside show of our ships (for we are all bedizened), and at the healthy appearance and cleanliness of our men.

The Genoese were now so completely in the

* Captain.

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power of France, that they were compelled to act and obey as subjects of the directory, or rather of General Bonaparte, who commanded the armies of the republic in Italy, and was now fast rising to that eminence which he soon after attained: his conduct in Genoa, to the British subjects and their flag, gave the war in the Mediterranean an entire new character.

Victory, in San Fiorenzo bay,
October 19, 1796.

To the KING of the TWO SICILIES.

SIRE,

The gracious condescension your Majesty has been pleased to shew to me, in deprecating under your royal hand the dreadful effect which the retreat of the fleet of the King, my master, from these seas, would have on your Majesty's dominions, and upon all Italy in the present crisis, has prompted me to exert every nerve to give all the support in my power to the cause of religion and humanity in which we are engaged; and I have in consequence thereof, and conformably to the instructions I have recently received, concerted with the Viceroy of Corsica to take post in the island of Elba, and to face the enemy as long as the subsistence of the fleet and the army will admit. We are greatly in want of every species of provisions, and I rely on your Majesty to supply us from your fruitful dominions, to enable me to fulfil the purity of my zeal and good intentions in support of the common cause. To this effect I entreat your Majesty to cause the necessary orders to be given, that the agents of the British army and navy may be permitted to make the requisite purchases, which will be paid for in the most ample manner.

Permit me, Sire, to express the high sense I entertain of your Majesty's goodness to me; and to assure your Majesty that I shall be proud on every occasion to give proof of the profound respect and veneration with which I have the honour to be,

Sire,

Your Majesty's most grateful
And faithful humble servant,
J. JERVIS.

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Victory, in Myrtillo-bay,
Oct. 27, 1796.

To the VICEROY.

Many thanks for your information touching the Sparonare. All the benefit the enemy can derive from being in possession of my instructions is, that I shall be hanged if I do not seek and beat them.

Myrtillo-tower was effectually demolished last night; two-thirds of the column tumbled in numerous fragments, the other third towards the bay shook to the foundation; another mine is preparing to bring it entirely down, that English ships of war approaching the gulf may be convinced no part of it is standing.

Victory, at sea,
November 11, 1796.

To the VICEROY.

I have had no opportunity till this moment of acknowledging the receipt of your letter of the 3d instant. I agree with you that it is scarcely within probability that the court of Naples should hesitate to comply with any reasonable request we make. By the Cygnet cutter, which joined last night, I have orders to support your sovereignty of Corsica; and in case of the evacuation having taken place, to establish ourselves in the island of Elba. Thus far we sail before the wind; but, alas! poor Admiral Mann has for the present frustrated my plan of operations, by a resolution taken in concert with the captain under his orders, to proceed to Spithead with his whole force, in direct disobedience to the orders he acknowledges to have received from me. His reasons are those of a man who has lost all his powers; and I conclude the queries he put to the captain, were so formed as to point their answers, which happened on a former* occasion. Thus circumstanced it is my intention to proceed to Gibraltar with the convoy, in hopes of receiving reinforcements; should none appear in a reasonable time, I will make the best of my way to Porto Ferrajo, where I hope to arrive before your return from the continent. Although I have nothing to offer against your retiring from a scene where you cannot act with the dignity

* Admiral Byng.

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MARTELLO TOWER & BAY.

and authority necessary to justify to the public and to your own character a longer continuance with us, I look forward with very great anxiety to the situation I may be placed in by the loss of your able counsel and honest support. I entertain the highest opinion of the honour and integrity of General de Burg; but inexperienced as he is in a business of such a complicated nature, diffident and doubtful where prompt decision is requisite, I dread the moment of your final departure: I will however hope for the best; and in truth I form great expectations from the plan of operations you have in contemplation to execute with the General.

Vice-admiral Thompson arrived in the Niger frigate at Gibraltar on the 5th to relieve Admiral Mann, but unfortunately too late to prevent the fatal step he has taken.

It was under these painful circumstances that Sir John Jervis found himself obliged to quit the Mediterranean with his fleet, taking down with him all the convoys he could collect, and leaving Nelson to bring up the rear, and arrange every thing at Elba. This was our last place of refuge, after the final evacuation of Corsica, which was given up to the inhabitants about the end of October; and the British troops were speedily replaced in all parts of the island by the French. By the letters which we have seen, it would appear that his Majesty's government was long undecided as to the steps it should pursue with respect to this island, and, at the very last, sent orders to retain it when the garrisons had been withdrawn and the fortifications demolished. Nor can it be well reconciled with the vigorous and daring administration of Mr. Pitt, that a spot so central for affording protection to our Levant trade, for the annoyance of our enemies, and for

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the assistance of our allies in the south of Europe, should have been so hastily abandoned; and the Kings of Naples and Sardinia, and the Austrian army, left entirely to their fate, while we were sacrificing thousands in the contagious plains of St. Domingo. We now begin to perceive the full force of our mistaken lenity to the Toulonese, whose half-burnt fleet was, in conjunction with that of Spain, driving before them the intrepid Admiral, and the bravest captains Britain had ever seen: Jervis, Nelson, Trowbridge, Hood, Hollowell, and many others, were compelled to fly before the united forces of France and Spain; but the enemy soon had reason to repent of his temerity. Following too closely the fleet of England, a tremendous reaction cleared the Mediterranean of their flags, avenged the wrongs of Britain, and left her the undisputed command of that sea, from Gibraltar to the Dardanelles.

While he retreated from a superior force, the Admiral, with that judgment and true patriotism which should ever be held up as an example to our service, forgot not the interests of the British merchants; the Smyrna fleet had been brought down by his wise and prudent management as far as Fiorenzo-bay; and when every thing was completed for the evacuation of Corsica, he directed each ship of war to take one of those valuable vessels in tow,—and thus, with the momentary expectation of falling in with the combined fleets, he retreated to Gibraltar, where he arrived in De-

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cember, and where he was doomed to experience misfortunes, and to witness the farther diminution of the fleet by the most untoward accidents.

Soon after his arrival a gale of wind came on, which drove the Courageux and Gibraltar to sea; unfortunately for the former, Captain Hollowell was detained at a court-martial, from which he was not permitted to depart until it was impossible for him to get on board. The ship, under the orders of the first lieutenant, stood over towards the Barbary coast and kept her wind: the gale blew from the eastward with great violence, and the commanding officer was averse to running through the gut, lest he should fall in with the combined fleet: under this fatal impression he stood over to the southward, and about eight o'clock in the evening his people, who had been harassed the whole day, were permitted to go to their dinners; the officers also retired to take some refreshment. The lieutenant of the watch, a very young man, being left in charge of the deck, shortly after the land was discovered a-head, and very close to them. Mr. Burroughs, the first lieutenant, was called up, but only in time to witness the catastrophe. As he ascended the ladder, the ship struck on the rocks under Apes-hill, on the coast of Barbary, and very soon went to pieces: of six hundred of the crew, only one hundred and sixty escaped by jumping from the side of the ship to the rugged shore; many fell into the sea and were lost; a few escaped in the launch which

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was towing a-stern; those who reached the land, had yet much to endure from cold and hunger, among barbarians who afforded them no relief.

The Gibraltar, commanded by Captain John Pakenham, narrowly escaped a worse fate: driven by the violence of the gale down upon Cabrito-point, the topgallant-yard stowed in, the main-rigging caught the lee-clew of the mainsail, and prevented their setting that sail, in consequence of which she struck upon the pearl rock, which lies about three quarters of a mile from the shore off the western point of the bay: here in a dark night, with a tremendous sea breaking over her, the crew assembled on the deck, and testified by their screams and actions every symptom of despair, and madly proposed as a last resource cutting away the masts and saving themselves on the wreck. The axes were brought, and preparations made for this purpose, but strongly opposed by the first lieutenant, who, moving the wheel, assured the captain that the rudder was free and uninjured; a wave at the same time struck the ship forward with such force as to upset a forecastle gun, and the shock carried away the foretop-mast; the next sea lifted her off the rock: being fortunately one of the strongest built ships in the service she made no water. Sufficient sail was set to enable her to weather Cabrito-point, and in the morning she got into Tangier-bay, and soon after rejoined the fleet; she was however considered to have sustained so much

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injury, that it was judged necessary to send her to England in order to have her taken into dock: here it was discovered that a very large fragment of the rock had pierced her bottom and remained there—had it disengaged itself the consequences might have been fatal to all on board. These accidents reduced the number of ships under the command of Sir John Jervis to ten sail of the line; with these he pursued his way to Lisbon, where he arrived on the 21st of December, 1796, and where he had the farther mortification of losing the Bombay Castle of seventy-four guns, which grounded on the South Catchup, going into the Tagus, leaving only nine sail of the line to contend against the French and Spanish fleets, while the services expected of him were greatly augmented. He was directed by instructions from England to guard at once against the union of the French and Spanish fleets, to defend the coast of Portugal, prevent an attack on Lisbon and Gibraltar, and counteract any design to invade England or Ireland.*

The evacuation of Elba, for which orders had been sent out from England, was left to the care of Nelson; to whom, in that early stage of the war, Sir John Jervis, with his usual penetration, concludes his letter in these words:—

"Having experienced the most important effects from your enterprise and ability, I leave to your

* See his letter to Sir Gilbert Elliot, December 13, 1796.

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judgment the time and manner of carrying this service into execution." It was about this time that Nelson's acquaintance with Lady Hamilton commenced, and which led to the only blot among the bright deeds of Britain's favourite hero.

The first Spanish ship captured after the declarations of war was the Mahonesa of thirty-six guns, by Captain Richard Bowen of the Terpsichore. The action took place off Malaga. The Mahonesa had between fifty and sixty of her people killed and wounded; the Terpsichore had no one hurt on board. There is little credit to be gained in conquering such antagonists—Bowen's fame was founded on a better basis. This is the officer whom we have seen boarding the French frigate in Fort Royal bay, Martinique, when lieutenant of the Boyne, and under the command of Sir John Jervis, who never lost sight of him till the affair of Teneriffe ended his glorious career.

The violation of neutrality on the part of France led to similar acts on the part of Great Britain; and the Barbary States were little respected after the invasion of Lombardy.

The Nemesis of twenty-eight guns, which had been recently taken in the neutral port of Smyrna by three French frigates, was lying in the bay of Tunis, in company with La Sardine and La Postilion of twenty guns each: the Barfleur and Egmont were ordered in and took them out. The government remonstrated, and shewed much disposition to resent the affront; but Sir John Jervis

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found means to satisfy his Highness the Bey, and the affair passed over.

As an instance of the want of dignity and propriety in the new government of France, one of their first-rate ships, formerly known by the name of the Royal Louis or the Dauphin, was now called Le Sans Culottes; and another, Le Bonnet Rouge! the wretches Marat and Barras had also ships of the line named after them.

In consequence of the intrigues of the agents of the directory with the Barbary powers, the Admiral addressed the following letter to Richard Master, Esq. consul at Algiers.

Victory, December 16, 1796.

The conversation I wished to have had with you before you entered on the important and ticklish functions of your office, is comprised in two or three paragraphs, namely, always to be first if possible to communicate frankly any event which happens, wherein British concerns of any kind affect the interest of the Dey, or his subjects;—never to give way to him, or to appear to sink under his passions and menaces, at the same time shewing the outward respect due to the presence. By these means I am persuaded you will be on better terms with him than any of your predecessors.

Having fully answered all the late complaints of the Dey in a letter which his Highness acknowledges to you he had received from me, of which a copy is enclosed, I do not trouble you with farther details on the subject of it; because the answers are complete, and we have only to maintain the ground on which they rest. African princes always begin with grievances, which must be listened to patiently, but pretended ones never submitted to.

The history of passports both at Algiers and at most of the consulates on the African and European side of the water, is disgraceful to the British character. You have probably heard of the suspicions entertained against Mr. Vidau,—certain it is

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that the vessel in question did take the Hero of Chester with a cargo of currants off Cape de Gatt, while sailing under his passport; much caution and circumspection is therefore necessary in complying with the Dey's demands on this head, which are made at the instance of Jews, who carry on almost the whole trade of Barbary.

It will be very desirable on all accounts that you should endeavour to live on terms of civil intercourse of society with consuls and merchants of other powers, even of our enemies. The consuls, being for the most part merchants, are engaged in perpetual intrigue against each other; nevertheless with your superior manners and knowledge of the world, I trust you will be able to command respect from them by your dignified conduct.

Commodore Nelson had not in his possession any property belonging to the Dey: the following is an extract of his letter to me dated the 15th of August, relative to the transaction alluded to. "I have also granted permission, at the request of Mr. North, that some goods, and the Americans' tribute to the Dey of Algiers, be shipped on board a Venetian vessel that is to come for them, and load under my guns. One of the Dey's principal officers has been on board of the Captain, and appeared much pleased with his entertainment." This was a favour refused during the blockade to all powers, except those in strict alliance with us, and great stress should be laid on its being granted to the Dey.

It will be readily perceived that after the unfavourable turn affairs had taken in Italy, the management of the Barbary powers from Tunis to Tangier became a matter of vast importance, not only with reference to our Levant trade, but also with regard to the fortress of Gibraltar, whose garrison, consisting of five thousand men besides the inhabitants, was frequently reduced to the common rations of salt provisions; all intercourse with Spain being prohibited, and the scanty imports from Barbary, in addition to the caprices of the princes governing these states, liable to a long and rigid quarantine.

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These powers never had a naval force of any real strength, their largest ships not exceeding the size of a frigate of thirty-two guns; but in the event of a war they covered the Mediterranean with swarms of row-boats and galleys, and committed great depredations, seldom restrained by any scruples of neutrality. The restitution of a vessel never indemnified the owners for their loss of time and property: remonstrances were not only unavailing, but frequently productive of a stoppage of supplies to Gibraltar.

The Mediterranean pass is an indispensable document for every vessel trading to that part of the world. Of the stipulations and agreements of the other powers of Europe with the States of Barbary, it is not our intention to speak at present: we shall confine ourselves to the conventions between those states and Great Britain.

In the fourth year of King George the Second, an act was passed to make it felony for any person counterfeiting a Mediterranean pass—a practice which it appears had been carried to a great extent, to the manifest injury of his Majesty's subjects.

These passes were issued by the lords commissioners of the admiralty, in pursuance of conventions and treaties between the British government and the States of Barbary for preserving and establishing a firm and inviolable peace with those states. By these treaties it is stipulated, that all ships and vessels belonging to his Majesty or any

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of his subjects may freely pass the seas, and safely enter any of the respective ports and harbours of the Barbary States, upon producing letters of a certain form under the hand and seal of the lord high admiral of Great Britain and Ireland, or the commissioners for executing that office. The forging of these passes by the same act was made cognizable before any court of oyer and terminer in Great Britain, or any court of justiciary in Scotland; and the loss of one by any captain of a merchantman was an offence severely punishable, it being necessary to guard against their being forged or sold to other powers.*

Victory, Rosier-bay,
Dec. 10, 1796.

To Sir GILBERT ELLIOT.

I return you many thanks for your interesting letters of the 5th and 6th of November, with their important enclosures.

There being two captains of frigates senior to Captain Freemantle in the eastern parts of the Mediterranean, Captain Tyler who commands in the Adriatic, and Captain Curzon who is cruising between Sardinia and the coast of Africa,—I have given the command of the whole to Commodore Nelson, whose firmness and ability will very soon combine and fix all the parts of our force, naval and military.

As the Commodore intends to push for Naples in hopes of catching you before your departure for England, he will inform you of the extent of my new instructions dated the 7th of November, and the plan I am about to pursue to form a junction with the reinforcement which I am told will sail as soon as it can be collected. The westerly winds are so prevalent in the English Channel until the approach of Christmas, that I do not expect to reach the Tagus before the beginning of January, about which time I shall probably be there, unless I am detained at Gibraltar longer than I look for by the want of a Levanter to

* See Admiralty Statutes.

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carry me through the Gut. The evacuation of Porto Ferrajo, both in respect of period of time and manner, I have left entirely to Commodore Nelson, and it cannot be in better hands. The ratification or entire dissolution of the preliminary treaty between the directory and the Prince of Belmonte, must take place ere the Commodore can be in forwardness to carry this part of my instructions into execution.

You make me very happy by expressing a wish that our acquaintance may not end with the close of our public characters in the Mediterranean; for I beg leave to assure you that in the course of my services, I never acted with a man whose conduct in all respects inspired me with so much confidence, and that claimed a higher degree of respect and esteem, than yours; and I will lose no occasion to testify the regard and affection with which I have the honour to be,

J. JERVIS.

Victory, in Rosier-bay, Dec. 10, 1796.

To Sir WILLIAM HAMILTON, his Britannic Majesty's envoy to the court of Naples.

I return your Excellency many thanks for your letter of the 31st of October, which I had the honour to receive on the 5th instant; and am very happy to learn that the resolution I came to met with the approbation of his Sicilian Majesty, to whom I beg you will express the high sense I am penetrated with, by the gracious manner in which he has accepted my efforts to support the common cause.

I shall avail myself of the first spirt of easterly wind after the fleet is victualled, watered, and refitted, which we are hard at work upon, to proceed to the coast of Portugal, where I am led to expect a powerful reinforcement; in the mean while Commodore Nelson, than whom a more able or enterprising officer does not exist, will repair to Porto Ferrajo, and take upon him the command of the naval force there: he has in contemplation to visit Naples, where he will confer with your Excellency on the measures necessary to be taken in the crisis the operations of the armies in Italy may be in at the time he arrives; for there is such a continual fluctuation as to render it impossible to form any fixed plan to act upon.

Sir Gilbert Elliot communicated the very interesting papers

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alluded to in your letter, and I consider myself under very great obligations for the justice you did to my honest endeavours, which my friend General Acton, from a knowledge of my character, arising out of an acquaintance of many years' standing, ought not to have doubted.

I do not think it fair to break in upon his time, which is fully occupied, and much better employed in the important events awaiting the Two Sicilies.

Victory, in Rosier-bay,
Dec. 10, 1796.

To FRANCIS DRAKE, Esq.

I have forborne to carry into execution any hostile measures against the city of Genoa, in anxious expectation of your return, and of instructions from the admiralty.

I am persuaded your zeal and ability will always be well employed for the good of your country, wherever you may happen to be; and I beg you will not entertain the most distant idea that in expressing my desire to be assisted by your talents and experience, I had in contemplation to hint a disapproval of your being at Venice, whither the unforeseen reverse the Austrians met with compelled you to retreat.

J. J.

While lying in Rosier-bay on the 10th of December, a French squadron from Toulon, consisting of five sail of the line, was observed to pass the straits: the Admiral was prevented putting to sea by a heavy gale of wind blowing into the bay. On the following morning he despatched a sloop of war to Sir Henry Harvey at Barbadoes, and to Vice-admiral Sir Hyde Parker at Cape Nicholas mole. On the 16th he left Gibraltar, and looked into Cadiz on his way to Lisbon: there he saw five sail of the line, but they were Spaniards; a French frigate was lying there with the loss of her mainmast: this the Admiral was informed was

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the Vestale, which a few days previously had been taken by the Terpsichore.

This action was so creditable to Bowen, whom we have just seen capture the Mahonesa, that we cannot help giving it more than usual attention. The Terpsichore, a small two-and-thirty, fell in with her off Cadiz on the 12th of December in a gale of wind, chased her under courses, and sprung her lower masts in the pursuit; the following day a shift of wind brought the enemy to leeward, and the Terpsichore ran alongside her and commenced an action, which continued one hour and a quarter, when having her captain and forty men killed, with a great number wounded, the French ship surrendered, and proved to be La Vestale, of thirty-six guns and three hundred men: the Terpsichore had four killed and eighteen wounded; among the latter, Lieutenant G. Bowen, brother to the captain, and the only lieutenant on board; two lieutenants, three midshipmen, the boatswain, and forty seamen, being absent in prizes.

No sooner had Captain Bowen secured his prize, and put the master on board with eight seamen to take charge of her, than a gale of wind came on, and she drifted into four fathoms water; the Frenchmen being all drunk, the master let go an anchor, and rode out the night very near the shore off Cape Trafalgar. On the following morning the Terpsichore ran in and took the prize in tow, but the halser getting foul of some rocks, they were forced to cut away, and in the succeeding

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night, when they had lost sight of each other, the Frenchmen rose upon the Englishmen, and took the ship into Cadiz.

For this action the Patriotic Fund voted Captain Bowen a piece of plate, valued at one hundred guineas.

Lord Garlies, in the Lively, was left with a squadron of frigates and sloops of war to watch the port of Cadiz; and the Culloden, Captain Trowbridge, captured the Nuestra Senora del Carmen, from Buenos Ayres to Cadiz, worth 30,000*l.* and arrived at Lisbon with his prize on the 21st.

The Admiral found the court of Portugal more cautious of giving offence to Spain than of coalescing with us, but a most bountiful present of refreshments was sent to our fleet, and the Prince of the Brazils requested that all the British officers of rank might be presented to him at Quelus, which was done accordingly.

The long-expected reinforcement of six sail of the line, under the command of Rear-admiral William Parker, joined Sir John Jervis early in the month of February, and the Admiral lost no time in going in search of his powerful enemy. Fortune still continued to persecute him: on his way out of the Tagus with his fleet, the St. George of ninety-eight guns run on shore, and was so much damaged that she was left behind, and did not partake in the glorious action of the 14th. The undaunted Chief still made the best of his way towards Cape St. Vincent, which he reached

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about the 5th, and cruised with the hopes of meeting the enemy, who from daily accounts he had every reason to think could not be far from him.

On the 6th, he gained some intelligence of the Spanish fleet, and recalled Lord Garlies, who we have observed was left with a small squadron cruising between Cape St. Vincent and Cadiz.

On the 13th, Nelson joined him in the Minerve from Elba: he had been chased by the Spanish fleet on the 11th at night, in the Gut of Gibraltar; and his adventure with them will be related hereafter. He immediately hoisted his broad pendant in the Captain, his proper ship.

Captain Foote, of the Niger, had also been for some days in company with the Spanish fleet, and joined the Admiral about the same time.

On the night of the 13th their signal-guns were heard by our fleet; the Admiral made the signal to prepare for battle, and was soon perfectly ready for them.

At the dawn of day, on the 14th of February, 1797, the British fleet was on the starboard tack, standing to the southward, the wind west by south, Cape St. Vincent bearing east by north, distant eight leagues, the weather hazy, when the Spanish fleet was discovered extending from south-west to south. At forty-nine minutes past ten it was ascertained by the Bonne Citoyenne that the enemy had twenty-seven ships of the line, and Sir John Jervis soon after communicated to

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the fleet his intention of cutting through them. Trowbridge, in the Culloden, was ordered to lead the van. This gallant officer opened his fire on the Spanish ships to windward, which effectually separated the sternmost and leewardmost from the main body, then tacked, and thus prevented their rejunction. The British Admiral having his fleet in two lines of sailing in very close order, readily formed it into one to complete the intended movement; as soon as Trowbridge had succeeded in passing through the enemy's fleet, he gave his starboard broadside to the nearest of their ships as he threw in stays: his example was followed by the van of our fleet, and thus the action became nearly general by the British ships coming in the same tack with those of Spain. The action began about noon, and lasted till near five o'clock P. M. when four sail of the line, two of them first-rates, one of eighty-four guns, and one of seventy-four, remained in our possession. The particular details of this memorable day deserve our serious attention; first, from the superior numbers; secondly, from the peculiarly unfavourable aspect of political events at the time; and lastly, as affording some of the finest instances of the superiority of British officers and seamen over their enemy on the ocean.

From this day the old fashion of counting the ships of an enemy's fleet, and calculating the disparity of force, was entirely laid aside, and a new era may be said to have commenced in the art of

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war at sea. Sir John Jervis observes in his public letter "that he knew the skill and valour he had to depend upon, and also that the honour of his Majesty's arms, and the circumstances of the war in those seas, required a considerable degree of energy:" no time was therefore lost in deliberation; his enemy was in sight, and was to be beaten. To the gallant chief immortal honour is due for not despairing of his country; the expectations formed of him were as fully realized as those he had himself formed of his companions in arms. Looking at the list of his fleet, we perceive that he had with him what he called the "elite" of the British navy.

Nelson, after having performed prodigies of valour, lost his fore-topmast, and in this situation passed close under the lee of the Spanish ship San Nicolas, of eighty-four guns, which was at the time foul of the San Josef, of one hundred and twelve guns, both of which ships had been severely beaten by their opponents. As the San Nicolas took the wind out of the Captain's sails, Nelson, with a presence of mind which he seems to have possessed beyond all other men, ordered the helm to be put a-lee,* and with what little way he had ran on board the Spaniard. A party of the sixty-ninth regiment, under the command of Lieutenant Pearson, doing duty as marines on board the Captain, Nelson called them and his boarders, with

* Rear-admiral Sir Edward Berry furnished the Author with this information.

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Berry, the first lieutenant, and the whole of them rushed on board the San Nicolas, carried her with some loss, and from her proceeded with the same determination to the San Josef, where the astonished Spaniards called for quarter, and the captain of that ship presented on his knee the sword of his Admiral, who having been desperately wounded could not do it in person.

In the mean time Sir John Jervis in the Victory, followed by the Barfleur, the Honourable Vice-admiral Waldegrave, passed close under the stern of the Salvador del Mundo of one hundred and twelve guns, and gave her two or three broadsides, which effectually silenced and disabled her, when she surrendered. The Santissima Trinidad was engaged by many ships of the fleet in succession, and finally struck to the Orion, Captain Sir James Saumarez: that officer being unable to take possession of her, she ultimately escaped; but as she was known to be dismasted, a squadron of frigates under the command of Captain Veltus Cornwall Berkeley in the Emerald, was sent in pursuit, and in the course of three days fell in with her; she had rigged her jury-masts, and was under a snug sail making good way: Captain Berkeley did not think it right to attack her, and recalled Cockburn in the Minerve and Foote of the Niger just as the former of these officers was about to bring her to close action. Captain Berkeley was much censured for his apparent want of resolution, but Cockburn gave the Commander-in-chief so fair

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and impartial an account of the whole transaction, as to convince him that Captain Berkeley had acted with no more than becoming prudence. We may however be permitted to regret that the circumstance ever happened. This ship had four complete decks of guns, besides her poop.

The Admiral in his letter makes no particular mention of any officer except Captain Calder his first captain; in this he sought to avoid those jealousies injurious to the service, produced by Lord Howe's letter, which while it contained the names of others made no mention of Collingwood.

It were wrong, according to the principles we have laid down, to estimate the services of a ship by the list of her killed and wounded, though we feel quite sure that there is no officer who commanded a ship on that brilliant occasion but will acknowledge the merit of Collingwood and Trowbridge. A medal was struck by his Majesty's order to commemorate the victory, and presented to each admiral and captain without distinction; when offered to Collingwood he refused it, until he should receive one for the 1st of June, in which action he declared he had equally done his duty; it was accordingly sent to him, with an apology for its having been delayed.

The thanks of both houses of parliament were voted to the fleet; the Commander-in-chief was created a peer by the title of Earl St. Vincent; Vice-admirals Thompson and Parker and Captain Calder, baronets; and Nelson had the order of the

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Bath. After the battle Sir John Jervis received him on the quarter-deck of the Victory, took him in his arms, and said he could not sufficiently thank him, insisted on his keeping the sword of the Spanish Rear-admiral which he had so bravely won, and this trophy Nelson presented to the city of Norwich.

If we estimate the merits of this action only as to the numerical loss of the enemy, we shall form a very inadequate notion of its importance. The French from this period no longer relied on the assistance of Spain; jealousy was sown between them, and the Spaniards became the friends of Britain, and the secret enemies of the French republic. This battle may be said to have paralyzed the power of Spain, and to have reduced its marine to a mere nonentity.

Sir John Jervis being in politics what was called a whig, and consequently differing with the ministers of the day, his victory, though it resounded from one end of Europe to the other, was not so highly appreciated by all the friends of Mr. Pitt, the learned author of whose life has not mentioned it in such terms as it deserved.

His Lordship's public letter has been severely criticised for its brevity, as if it were required of an admiral to extol the feats of himself and his companions in arms. An enemy to pompous verbosity, he sought to tell his story in few words, and to leave his deeds to speak for themselves. This example of modesty in public writing is so far from

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being reprehensible, that it is in the highest degree praiseworthy, and ought to be encouraged. His Lordship's letter contains a distinct and concise narrative of the facts, the particulars being ever supplied by supplementary information.

Let the lords of the admiralty and the secretaries tell what hours of their time have been taken up in reading the literary productions of officers, who valued perhaps too highly their own prowess, the tedious detail of every movement of the ship, and the names of every officer on board, leaving the foundation of constant complaints against the government for neglect of merit and partiality in dispensing the rewards of the state.

We conclude this chapter with the official returns, and shall only remark that, in our humble opinion, St. Vincent in beginning and Nelson in ending the action of Valentine's day, entitled themselves to the gratitude of their country.

LONDON GAZETTE EXTRAORDINARY.

Admiralty-office, March 3, 1797.

Robert Calder, Esq., first captain to Admiral Sir John Jervis, K. B., arrived this morning with despatches from him to Mr. Napean, of which the following are copies:—

Victory, Lagos-bay,
Feb. 16, 1797.

SIR,

The hopes of falling in with the Spanish fleet, expressed in my letter to you of the 13th instant, were confirmed last night by our distinctly hearing the report of their signal-guns, and by

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intelligence received from Captain Foote, of his Majesty's ship the Niger, who had, with equal judgment and perseverance, kept company with them for several days, on my prescribed rendezvous (which from the strong south-east winds I had never been able to reach), and that they were not more than the distance of three or four leagues from us. I anxiously awaited the dawn of day, when being on the starboard tack, Cape St. Vincent bearing east by north eight leagues, I had the satisfaction of seeing a number of ships extending from south-west to south, the wind then at west by south. At forty-nine minutes past ten, the weather being extremely hazy, La Bonne Citoyenne made the signal that the ships seen were of the line, twenty-seven in number. His Majesty's squadron under my command, consisting of fifteen ships of the line, named in the margin,* happily formed in the most compact order of sailing in two lines. By carrying a press of sail I was fortunate in getting in with the enemy's fleet at half past eleven o'clock, before it had time to connect and form a regular order of battle. Such a moment was not to be lost; and, confident in the skill, valour, and discipline, of the officers and men I had the happiness to command, and judging that the honour of his Majesty's arms, and the circumstances of the war in these seas, required a considerable degree of enterprise, I felt myself justified in departing from the regular system; and passing through their fleet, in a line formed with the utmost celerity, tacked, and thereby separated one third from the main body, after a partial cannonade, which prevented their rejunction till the evening; and by the very great exertions of the ships which had the good fortune to arrive up with the enemy on the larboard tack, the ships named in the margin† were captured, and the action ceased about five o'clock in the evening.

I enclose the most correct list I have been able to obtain of

Ships.	*Guns.*	*Ships.*	*Guns.*	*Ships.*	*Guns.*
* Victory	100	Namur	90	Colossus.....	74
Britannia	100	Captain	74	Egmont	74
Barfleur	98	Goliah	74	Culloden	74
Prince George	98	Excellent	74	Irresistible	74
Blenheim	90	Orion	74	Diadem	64

Ships.	*Guns.*	*Ships.*	*Guns.*
† Salvador del Mundo	112	San Nicolas	80
San Josef	112	San Ysidro	74

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the Spanish fleet opposed to me, amounting to twenty-seven sail of the line, and an account of the killed and wounded in his Majesty's ships, as well as in those taken from the enemy. The moment the latter (almost totally dismasted), and his Majesty's ships, the Captain and Culloden, are in a state to put to sea, I shall avail myself of the first favourable wind to proceed off Cape St. Vincent in my way to Lisbon.

Captain Calder, whose able assistance has greatly contributed to the public service during my command, is the bearer of this, and will more particularly describe to the lords commissioners of the admiralty the movements of the squadron on the 14th, and the present state of it.

I am, Sir, &c.

J. JERVIS.

List of the Spanish fleet opposed to the British, the 14th February, 1797.

Ships.	*Guns.*	*Killed.*	*Wounded.*
Santissima Trinidad	130	—	—
Mexicana	112	—	—
Principe de Asturias	112	—	—
Conception	112	—	—
Conde de Regla	112	—	—
Salvador del Mundo	112 (taken)	42	124
San Josef	112 (taken)	46	96
San Nicolas	84 (taken)	144	59
Oriente	74	—	—
Glorioso	74	—	—
Atalante	74	—	—
Conquestador	74	—	—
Soberano	74	—	—
Firme	74	—	—
Pelayo	74	—	—
San Genaro	74	—	—
San Juan Nepomuceno	74	—	—
San Francisco de Paula	74	—	—
San Ysidro	74 (taken)	29	63
San Antonio	74	—	—
San Pablo	74	—	—
San Firmin	74	—	—

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Ships.	*Guns.*	*Killed.*	*Wounded.*
Neptuna	74	—	—
Bahama	74	—	—
St. Domingo	74	—	—
Terrible	74	—	—
Il Defenso	74	—	—

N. B. Among the killed is General Don Francisco Xavier Winthuysen, Chef d'Escadre.

List of the British fleet opposed to the Spanish, the 14th February, 1797.

Ships.	*Guns.*	*Commanders.*	*Killed.*	*Wounded.*
Victory	100	Admiral Sir John Jervis, K. B. 1st Capt. Robert Calder, Esq. 2d —— George Grey, Esq.	1	5
Britannia	100	Vice-admiral Thompson Capt. T. Foley	—	1
Barfleur	98	Vice-adm. Hon. W. Waldegrave Capt. James Richard Dacres	—	7
Prince George	98	Rear-admiral William Parker Capt. John Irvin	8	7
Blenheim	90	—— Thomas Lenox Frederick	12	49
Namur	90	—— J. H. Whitshed	2	5
Captain	74	Commodore Nelson Capt. R. W. Miller	24	56
Goliath	74	—— Sir C. H. Knowles	—	8
Excellent	74	—— C. Collingwood	11	12
Orion	74	—— Sir James Saumarez	—	9
Colossus	74	—— George Murray	—	5
Egmont	74	—— John Sutton	—	—
Culloden	74	—— Thomas Trowbridge	10	47
Irresistible	74	—— George Martin	5	14
Diadem	64	—— G. H. Towry	—	2
		Total	73	227

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CHAP. VII.

Expedition from St. Helena to attack the Cape—Puts back—Captain Essington takes seven Dutch East-Indiamen—Capture of all the Dutch settlements in the island of Ceylon, and on the peninsula of Malacca—Attack on Manilla by the Fox and Sybille—Loss of the Resistance—Captain Spranger takes Foul Point in Madagascar—Mutiny on board the Tremendous at the Cape—Suppressed—Anecdote of a ship in India connected with this subject—Death of Sir Hugh Christian—Gallant conduct of Lieutenant Fothergill—Capture of the Prudente—Character of Admiral Rainier—Naval force in India—Earl of Mornington goes to Calcutta—Karnicobar—Nancowry—Fox and Sybille at Mindanao—Loss of Sybille's men—Capture of La Forte, and death of Captain Cook—Capture of Seringapatam—French intrigues detected—Capture of La Concorde and La Medée, by Belliqueux and convoy—Singular instance of a ship of war being taken by merchantmen—Loss of the Trincomalee sloop of war—Success of our cruisers—Capture of Ternate—Gallant attack of Captain Adam upon French frigate and battery at the Sechelle islands.

THE misfortunes of Holland in the year 1795 were only beginning; the capture of the Cape of Good Hope would itself have nearly precluded any communication between the mother-country and her colonies in the East Indies; but these colonies were very soon wrested from her by her irresistible adversary.

Governor Brooke, of the island of St. Helena, before he knew of the intentions of the British government, had conceived the project of taking the Cape of Good Hope; and for this purpose

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had, in conjunction with Captain Essington of the Sceptre, planned an expedition: the Sceptre had just arrived at the island to bring away the East-India convoy, and gave the first intelligence of Holland being overrun by the French. The East-Indiamen having received some troops on board, and the preparations being complete, the armament had actually sailed, with Governor Brooke as commander-in-chief of the land-forces; but soon after quitting the island they fell in with the Arniston East-Indiaman, by which ship the Governor received letters from Admiral Elphinstone, informing him of the force and destination of the squadron which he commanded. In consequence of this intelligence Governor Brooke returned to St. Helena, having detached the Orpheus, a country ship, to cruise off the Cape in hopes of meeting the Admiral, and offering the services of the force embarked: before they had reached the island, they obtained information by the Swallow packet that twenty-one sail of Dutch Indiamen were on their passage home; through the activity of Captain Money, of the General Goddard, seven of these were captured. Captain Money perceived them in the night, and ran into the midst of them: they fired at him, but he never returned a shot, keeping close to them until day-light, when the Sceptre and the other ships coming up, they secured these valuable prizes, and with the Julia, another vessel richly laden, which one of our ships had taken a few days before, returned in triumph

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to St. Helena. The ships of the East-India company are generally so well found, and their officers such thorough seamen, that they have frequently rendered great services to the state: this was one instance of their zeal and merited success. It is necessary to observe, that the whole of the above captures being before the declaration of war, became droits to the crown. One of the ships on her passage to England was so leaky, that they were forced to abandon and set her on fire. We are at a loss to account for this last precaution: admitting that she might have fallen into the hands of an enemy, it could have done no injury, and might, by being left on the ocean, have afforded much comfort, and even luxuries, to some distressed navigators. When the laws of war have been complied with, soldiers and seamen should never forget what is due to each other.

The Dutch settlements in the island of Ceylon appear to have been summoned to surrender to the crown of Great Britain on the part of the Stadtholder; and Columbo, the seat of the government, set the example, and desired the subordinate governor of Trincomalee, and other places on the island, to do the same; but the injunction seems to have been disregarded.

The enterprise against Trincomalee assumed a hostile form when the negotiations were broken off; the Dutch settlement, which might have been held in trust for the Stadtholder, became ours by right of conquest, and have remained with us ever

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since: indeed it is impossible, consistently with common sense or prudence, that Great Britain can ever resign that island as long as she retains her vast empire on the peninsula of India. In the capture of Trincomalee, Commodore Rainier displayed much judgment and vigour, but he had the mortification to lose one of his ships (the Diomede of forty-four guns) as she was entering the bay with a transport in tow: she struck with such violence on a sunken, and till then unknown rock, between Pigeon Island and the bay, that she filled immediately, and it was with the utmost difficulty the lives of the people were saved: not an article was brought out of her. This was a serious loss; but the Commodore, by a careful management of his resources, supplied the deficiency; and the fortunate and timely surrender of the principal fort prevented his feeling the consequences so severely as he would otherwise have done.

The land-forces having embarked on the 30th of July, in the ships of war and transports, at Madras, arrived in Back-bay, Trincomalee, on the 1st of August. The Admiral carried with him a requisition from the Governor of Columbo, Mr. Van Angelbeck, to deliver up the fort of Ostenburgh, or Osnaburgh, to a detachment of British troops; but the Governor of the fort having refused to comply with the order, the troops were landed without opposition on the 3d, about four miles to the northward of the fort of Trincomalee. It would appear that the Governor merely required the for-

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mation of a camp, and the firing of a few shot, as a justification of his conduct in surrendering the fort intrusted to his command. The fire from our trenches had no sooner commenced, than a flag of truce was sent out from the fort of Trincomalee, with a form of capitulation signed by the Governor, which was immediately countersigned by the British officers and returned to him; two Dutch captains being left in our camp as hostages for the fulfilment of these conditions.

The fort of Osnaburgh, standing on a hill, and commanding the entrance both to the harbour and Back-bay, surrendered on the 31st of August to the same forces, without firing a shot: the garrison became prisoners of war.

On the 18th of September, Baticalao surrendered to Major Frazer, of the seventy-second regiment; and on the 24th, General Stewart embarked on board the Centurion, of fifty guns, having a small body of troops, with some transports: landing at Point Pedro, about twenty miles to the northward of the place, he took possession on the following day of the Dutch settlement of Jaffnapatam.

On the 1st of October, Captain Benjamin William Page, in the Hobart, with the fifty-second regiment under the command of Major Monson, took possession of the factory and military post of Molletivo; and on the 5th the fort and island of Manar surrendered to Captain Barbutt, whom General Stewart had detached with a strong party of sepoys for that purpose. This completed the re-

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duction of all the Dutch settlements in the island of Ceylon.

In the mean time it was announced from Bengal that Chinsura and its dependencies had surrendered to the British army, and the Dutch garrison become prisoners of war. By this last surrender the Dutch, as well as the French, had no longer a footing on the continent of India.

It is not unworthy of remark, that on these captures being completed, Commodore Rainier directed salutes to be fired by all his Majesty's ships; and on the death of the Nabob of Walajah, an old and faithful ally of England, he caused seventy-eight funeral guns to be fired by the flag-ship, being the number of years the deceased had attained.

The particulars of the surrender of Malacca and its dependencies to the British forces, under the command of Captain Newcome of the Orpheus, and Major Brown of the East-India company's service, are contained in a short letter from the former to Commodore Rainier, dated August the 25th, 1795, at that place. The terms of capitulation were nearly the same, but with greater indulgence than those granted to the Cape of Good Hope. As the British squadron entered the port, a Dutch ship which had run aground fired at the Resistance, of forty-four guns, Captain Edward Pakenham; this was returned, and the ship struck her colours; the fort also fired a few shot at the troops on their landing, and surrendered on the

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opening of our fire; for which acts of hostility the settlement, as well as the ships in the harbour, were taken possession of as the property of the captors, subject to the decision of his Britannic Majesty. In the capitulation it was agreed that the commanding officer of the British troops was to command the fort, and in consequence of the expenses incurred by the King of Great Britain in equipping the armament, the British garrison should be maintained at the expense of the Dutch, who should raise a sum in the settlement for that purpose. The British commandant was also to have the keys of the garrison to give the parole, and all military stores of every description to be placed under his control; the armed vessels belonging to the government of Malacca to be put under the orders of the British government; the English and Dutch flags to be displayed on proper occasions on two flag-staves in the fort. The settlements of Riou and Peru being dependencies of Malacca, were ordered to put themselves under the protection of the British government.

Captain Edward Cooke, in La Sybille, of forty-four guns, in company with the Fox, Captain Malcolm, sailed from Macao in January, and on the 11th made Luconia, the largest of the Philippine islands. On the 13th, in the evening, they entered the bay of Manilla, and so completely disguised their ships that the Spaniards, conceiving them to be French frigates, sent off several boats to

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them with officers of rank, and offers of assistance: the Spaniards were detained on board, and treated with the greatest hospitality, while our people were employed in boarding and bringing out the gun-boats and feluccas which lay in the bay: they took two hundred and thirty prisoners, and came out without the loss of a man, having first released every one of the Spaniards, leaving them in wonder and amazement at the generosity and courage of a people whom they had been taught, by their bigoted priests and selfish government, to hate and despise as heretics and barbarians, without honour or bravery.

In July, 1798, the Resistance, Captain Edward Pakenham, was blown up in the Straits of Banca: only four of her men were saved, and none could account for the accident. One of them stated that it took place about four o'clock in the morning, without any previous alarm of fire, except the instantaneous blaze of light that preceded the explosion. He was sleeping on the quarter-deck, the ship being at anchor. It is most probable that they were filling powder at the time: the adzes with which the barrels are opened, though made of composition metal, have been known to strike fire.

Captain Spranger, of his Majesty's ship Braave, with the Sphynx, had been ordered by Rear-admiral Pringle, who had now succeeded to the chief command at the Cape, to proceed to Foul Point, in the island of Madagascar, and to make himself master of that settlement: this service he executed,

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taking possession of the fort and factory, destroying the establishment and all the stores and merchandise which he could not bring away. This colony had been in the habit of supplying the Mauritius with provisions. Some light merchant ships were taken in the harbour.

It will for some time longer be our duty to notice acts of insubordination in our navy in various parts of the British dominions. The tempest had subsided, but the swell of the ocean still continued.

The squadron at the Cape of Good Hope, under the command of Rear-admiral Pringle, in the month of October, 1797, broke into acts of mutiny while lying at anchor in Table-bay.

It originated on board the Tremendous, of seventy-four guns, the flag-ship: the crew rose upon the officers, and confined them, and threatened to try Captain Stephens by a court-martial, composed of seamen delegates on charges of cruelty and misconduct, as their captain!

In the first instance this mutiny was quickly suppressed, and a free pardon very unwisely granted; since this act of clemency, as in the North Seas, produced far more fatal effects than if it had been visited with becoming severity.

Captain Stephens, conceiving that his character had suffered by the imputation of his ship's company, demanded of the Admiral and obtained a court-martial to inquire into his conduct: the trial took place on board the Tremendous, and he was

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honourably acquitted; but during the examination of witnesses one of them came drunk into court; he was sent out and examined on the following day, when he was ordered to be confined for one month. The crew shewed great indignation at this sentence, and rose again in open mutiny: a council was held on shore, at which the Governor, Lord M'Cartney, General Dundas, and Admiral Pringle, were present, and it was resolved to use force and the most decisive measures in order to reduce the mutineers to obedience, and punish the ringleaders. All the batteries were manned, and furnaces prepared for firing hot shot. One hundred pieces of cannon were pointed at the Tremendous, and every thing being perfectly ready to begin the attack, a proclamation was issued at seven o'clock in the morning, and two hours allowed to the crew to determine whether they would submit. Ten minutes before the expiration of the time, finding they had no alternative but to be sunk or surrender, they hoisted the signal of submission: the delegates were given up; some of them were hanged, others flogged through the fleet, and perfect good order speedily restored.

The contagion still spread until it reached the East-India station, when one of the largest ships, not in what was technically called bright order, began to shew the same symptoms; and perhaps the most fatal consequences were prevented by the fortunate wit of an old seaman. The ship's company were deliberating upon the expediency of

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taking the command of the ship, and consulted among others the captain of the forecastle: "What object do you propose to gain by it?" said the honest fellow. "Why, we want to have our own way," replied the mutineers. "Then you may save yourselves any farther trouble," said the veteran, "for to my certain knowledge you have had it this three years." The fact, though undoubted, does not convey a very high compliment to the discipline of the ship.

Rear-admiral Sir Hugh Christian, after his distinguished conduct in the capture of St. Lucia, was removed from the West-India command to that of the Cape of Good Hope, where he died, deeply regretted, in November, 1798.

September the 20th, the Rattlesnake sloop of war and Camel store-ship, were lying in Algoa-bay, a little to the eastward of the Cape of Good Hope, with stores for the use of the army under General Dundas, who had marched into the interior to repel an attack of the Caffres. While in this situation they were attacked by La Preneuse, a French frigate of forty-four guns. The captains of the two British vessels were on shore with a party of their men serving with the army, and the command devolved on Lieutenant William Fothergill, of the Rattlesnake, who defended his ship with uncommon bravery and success. The frigate engaged both the vessels successively, but the Camel, being only a store-ship, was soon silenced; she then approached the Rattlesnake, a

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sloop of eighteen guns, and after an action which had lasted six hours and a half, was obliged to put to sea with great damage. She was afterward chased and driven on shore on the island of Mauritius, and entirely destroyed by the Tremendous, Captain John Osborn, and the Adamant, Captain William Hotham.

In February, 1799, Captain H. L. Ball, in the Dædalus of thirty-two guns, captured La Prudente of thirty-two guns, two hundred and ninety-seven men, twenty-seven of whom were killed in the action. The loss of the English frigate, two killed and twelve wounded. Lat. 31° south. Long. 33° east.

About the same time Commodore Blanket sailed from Bombay with a detachment of troops under General Craig, for the purpose of co-operating with Sir Ralph Abercrombie in Egypt.

Admiral Rainier, the commander-in-chief, who had come out as commodore, had been successively advanced to the rank of rear and vice-admiral, and held this command for eleven years, during which time he protected the commerce of the company, took every settlement belonging to the enemy, and by his kindness to individuals, and attention to the various duties of his station, had acquired the love and esteem of every description of persons under his command. He amassed an immense fortune by the most honourable means, and employed it in acts of charity to the end of his life.

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In June, he arrived at Trincomalee, but immediately sailed from that place; to which he did not return till September, the intervening three months being always unhealthy at that place.

The ships which composed his squadron were as follows:—

Ships.	*Guns.*	*Ships.*	*Guns.*
Suffolk (flag)	74	Centurion	50
Victorious	74	Diomede	44
Arrogant	74	Sybille	44
Sceptre	64	Dedaigneuse	36
Trident	64	Fox	32
Intrepid	64		

On the 6th of September the Earl of Mornington embarked at Madras in the Earl Howe East-Indiaman for Calcutta.

During his command in India, the Vice-admiral frequently visited the Andaman islands, particularly Port Cornwallis, whence he brought away two of the natives, who had known the Crown, and the events attending her visit to the islands in 1789. Of these natives one was killed by falling down the hatchway, the other the Admiral attached to his person as a servant.

Captain Pultney Malcolm in the Fox of thirty-two guns, while employed on this station, visited the Karnicobar islands, which lie to the southward of the Andamans, and are a continuation of that cluster in the centre of the bay of Bengal. Here, in the harbour of Nancowry, he found fresh water in the rainy season, but very little in dry weather.

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The anchorage is good, and capable of receiving the largest ships.

Soon after this the same officer, in company with Captain Edward Cooke in La Sybille, anchored in Pollock-bay, in the island of Mindanao, one of the Philippines. Captain Cooke sent a party of men on shore, who were attacked by the natives, and eleven of them killed or taken prisoners; two of them were found dead in the woods, and another mortally wounded. Captain Malcolm sent a very strong well-armed party to scour the woods and burn the villages; they took the king, or chief, prisoner, and brought him on board, having burnt his house.

The Sultan of Mindanao is the most powerful of all the native princes of these islands; he obliged the chief of the Illinois, who had taken the Sybille's men, to return the survivors: in the following year they were given up, and put on board a trading ship, for which his Majesty received the sum of 1,500*l.* sterling from the British government.

The soundings on this coast are very singular; the Fox had sixty-five fathoms, and in five minutes after grounded on *a mud bank*. Irregular soundings in coral-reef countries we expect, and are prepared for; but mud from its nature is generally level, or more gradually undulating.

La Forte, a French frigate of the largest class, was captured on the 28th of February by his Majesty's ship La Sybille of forty-four guns, com-

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manded by Captain Edward Cooke. The action took place off the sand-heads in Ballasore-roads, and lasted one hour and forty minutes, when the French frigate being entirely dismasted, Mons. de Sircé her captain, and all her officers, with many of her crew, killed, she was compelled to surrender. Captain Cooke was mortally wounded, and died at Calcutta, where a monument has been erected to his memory by the East-India company, who generously presented his brother (now Lieutenant-general Sir George Cooke) with a service of plate, as a mark of gratitude and respect for the merits of his deceased relative.

On the 13th of September, government received despatches from the Earl of Mornington of the capture of Seringapatam, the death of Tippoo Saib, and the destruction or subversion of the power of that daring chief in the peninsula of India.

At the capture of Seringapatam, it was discovered by some papers that fell into our hands, that Tippoo was intriguing with the French to send him out succours, while he was negotiating with the Earl of Mornington for an adjustment of all the subjects of dispute. The French were to supply him with naval officers, who were to receive a large pay; Mangalore was to be his principal sea-port; Bombay and Goa were to have been attacked: the first was to be given up to the French, the latter was to be retained by Tippoo.

Captain Bulteel, of his Majesty's ship Belliqueux, having six or seven sail of East-Indiamen

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under his convoy, fell in with a squadron of French frigates, three in number, to which he immediately gave chase, and captured La Concorde of forty-four guns (eighteen-pounders) and four hundred and forty-four men. While he was employed in securing his prize, Captains Hamilton in the Bombay Castle, and Meriton in the Exeter, came up with La Medée of thirty-six guns (twelve-pounders) and three hundred and fifteen men, and captured her. La Franchise of forty guns escaped by superior sailing, or she would in all probability have fallen to the other Indiamen who were in pursuit of her. This is another instance of the gallantry and public spirit of the captains and crews of the East-India company's ships, and a singular instance of a ship of war being taken by merchantmen. The prizes were carried to Rio Janeiro.

On the 11th of December, the Trincomalee sloop of war, in the gulf of Persia, fell in with L'Iphigenie of twenty-two guns and two hundred men. After a severe action the Trincomalee caught fire and blew up, when all on board perished except two seamen; and the French vessel was so much shook by the explosion that she sunk shortly after, and one hundred and fifteen of her crew perished.

The cruisers in the East Indies were very active and successful at this period under the command of Vice-admiral Rainier. Captain William Hill of the Orpheus, in the Straits of Banca, cap-

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tured two Dutch merchant vessels of twenty-two guns, each with cargoes.

Captain Astle in La Virginie, on her passage to Amboyna, made many similar captures loaded with supplies for the island of Ternate, and a considerable quantity of specie in dollars.

Captain E. O. Osborn, in the Arrogant of seventy-four guns, on the coast of Java, captured a large Dutch merchantman mounting twenty-eight guns, with a crew of between two and three hundred men, and a brig of fourteen guns and sixty-five men; and took several other small armed vessels. On the 4th of August Captain Osborn captured L'Uni, French privateer of thirty guns and two hundred and fifty men.

In July, 1801, the island Ternate, after a siege and close blockade of fifty-two days, was taken possession of by the honourable company's forces. A considerable treasure was found there, and our loss on the occasion was too trifling to mention; but the enemy suffered severely by famine.

The last naval action which we shall record in India before the peace of Amiens is the capture of the French frigate La Chiffone of thirty-six guns, by Captain Charles Adam in the Sybille of forty-four guns. This action was fought at the Sechelle islands, where the frigate had gone for the purpose of conveying twenty-six persons from France, who were or had been suspected of plotting against the life of Napoleon. If the French frigate was inferior to La Sybille in point of size and number of

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guns, she had the advantages of position, which more than counterbalanced this deficiency. Captain Adam was forced to work his way through a very intricate narrow channel, while he was exposed not only to the fire of his opponent, but also to that of a battery on shore, composed of her forecastle guns, which fired hot shot. Captain Adam, in defiance of every obstacle, steered steadily for his opponent, and after a short action, silenced, and took her and the battery. The Sybille had two men killed and one wounded; the Chiffone twenty killed and thirty wounded.

The prize was brought out, and arrived in England, where she was repaired, and (the Sybille being paid off) Captain Adam subsequently appointed to command her, under the name of La Chiffone.

Vice-admiral Rainier continued in India till the year 1806.

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CHAP. VIII.

Political relations between France and America—The President's speech to congress—Insolence of the directory—Extraordinary declaration of the President, and shameful conduct of the American privateers—The Americans increase their land and sea forces—Plot of Mr. Blount detected—Spain in treaty for the cession of Louisiana to America—President's remarks on the detention of their trade by France—The Carnatic seventy-four stops and searches an American vessel of war for British seamen—Consequences—Meeting of congress in 1799—Trade revived between America and St. Domingo—Difference of opinion between British and American commissioners on subjects relative to detention of American traders—Action between Constellation and Insurgente—Attempt to set fire to Halifax dock-yard—Newfoundland station—Farther disputes between France and America—Action between Constellation and Vengeance—Correspondence between Earl St. Vincent, the Honourable T. Erskine, and R. Wormley, Esq. on the subject of American trade and seamen—Rear-admiral Pole goes to Newfoundland.

At the opening of the session of congress on the 16th of May, 1797, the President gave a clear and able statement of the differences subsisting between France and America; to the origin of these disputes we have already referred, but the following part of the speech so fully vindicates the American government, and at the same time completely exposes the corruption and insolence of that of France, that we have transcribed it for the double purpose of shewing that neither Britain nor America could remain at peace with a council so constituted.

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"A minister thus specially commissioned," says the President, "it was expected would have proved the instrument of restoring mutual confidence between the two republics." In this they were disappointed. Two days after the American minister had delivered his letters of recall, he was officially acquainted that the directory did not intend to receive another minister plenipotentiary from the United States until *after* the redress of grievances demanded of the American government. The new minister desired to ascertain whether it was intended that he should retire from the territory of the French republic, and was verbally informed that it was. After much delay he received a written notice to this effect, and proceeding to Amsterdam awaited farther instructions from his government. During his residence at Paris *cards of hospitality* were refused him (perhaps not offered), and he was threatened to be subjected to the jurisdiction of the civil power; but with becoming firmness he insisted on the protection of the law of nations:—could the Turks have done more? This threat was equal to the act of shutting up the minister of Russia in the Seven Towers, with the sole difference of a little temporary seclusion.

In the course of his speech, most remarkable for manliness and perspicuity, the President gives us a piece of information which we should not have expected: he says "that the greater part of the cruisers whose depredations have been most injurious, have been built, and some of them par-

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tially equipped, in the United States!" and farther, he adds "that some of our citizens resident abroad, have fitted out privateers, and others have voluntarily taken the command of them, and committed spoliations on the commerce of the United States."*

This is an important confession, and should convince the enemies of our country, both foreign and domestic, that the acts of justice committed by Great Britain in self-defence, served as a cloak to the most iniquitous practices of America herself.

The President recommended, and congress decided on, a farther increase of their land and sea forces. It is due to the government of the United States to observe, that its conduct on this occasion was marked with justice and virtue towards foreign powers. The lower orders in America still clung to France; the better, particularly in the eastern states, were the friends of Britain; the former obtained the name of Democrats, the latter of Federalists.

During this session a curious fact came before the congress, and, as soon as the debates on the disputes with France had terminated, underwent a very long and animated discussion.

It appeared by a correspondence which had fallen into the hands of the executive government, that a Mr. Blount, a member of congress—and if we may judge from the style and nature of his letters, a person of very inferior ability—had been

* See Annual Register, 1797, State Papers, p. 280.

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plotting with the Creek and Cherokee Indians to dispossess the Spaniards and Americans of their territory in the southern states. The plan, it would appear, was to be supported by certain agents in England; but whether by the government or by individuals was not specified, and perhaps could not be determined. Mr. Blount was immediately expelled the house by a unanimous vote, and declared to have been guilty of a high misdemeanour, entirely inconsistent with his public trust and duty as a senator of the United States.

Mr. Liston, the British minister, fully and unequivocally denied that his government had any participation in the transaction; and this we most firmly believe: it did however appear, from Mr. Liston's own confession, that a proposal had been made to him of invading the Spanish territories of Louisiana, by means of an expedition fitted on the lakes, and British naval force being ordered to cooperate with it at the mouth of the Mississippi; but that he, Mr. Liston, had rejected the proposal, at the same time communicating its substance to his own government.

The discussion and preliminary articles of a treaty between Spain and America for the cession of Louisiana to the latter, had been begun in the preceding year; but the Spaniards possessing no energies except those of caution and argument, drew the treaty to the most enormous length, and produced much unnecessary vexation and delay.

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Mr. Adams, in a farther communication to congress on the 23d of November, says, "The numerous captures of American vessels by the cruisers of the French republic, and of some by those of Spain, have occasioned considerable expenses in making and supporting the claims of our citizens before their tribunals; by means of the same captures great numbers of our seamen have been thrown on shore in foreign countries, destitute of all means of subsistence, and the sick in particular have been exposed to grievous sufferings. Some foreign vessels have been discovered sailing under the flag of the United States, and with foreign papers. It seldom happens that the consuls can detect this deception, because they have no authority to demand the inspection of the registry and sea-letter.

In 1798, the ill humour of the Americans, which had begun to subside, was again excited, from the unavoidable repetition of searching their ships for our seamen: this act, which nothing but severe necessity could justify, we have already observed was practised towards their merchantmen as a matter of course, and to which they reluctantly submitted; but when a ship of war bearing their flag was subjected to the same indignity, it became an object of state inquiry, and the cause of national animosity.

Captain Loring, of the Carnatic of seventy-four guns, boarded an American vessel of war off the Havannah, for the purpose above related; in con-

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sequence of which the following circular letter was issued:—

SIR,

It is the positive command of the President, that on no pretence whatever, you permit the public vessel of war under your command to be detained or searched, nor any of the officers or men belonging to her to be taken from her by the ships or vessels of any foreign nation, so long as you are in capacity to repel such outrage on the honour of the American flag. If force should be exerted to compel your submission, you are to resist that force to the utmost of your power; and when overpowered by superior force, you are to strike your flag, and thus yield your vessel as well as your men, but never your men without your vessel.

You will remember, however, that your demeanour be respectful and friendly to the vessels and people of all nations in amity with the United States; and that you avoid as carefully the commission of, as the submission to, insult and injury.

I have the honour to be

Your obedient servant,

BENJAMIN STODDART.

Given at the Navy Department, Dec. 29, 1798.

To the commanders of armed vessels
in the service of the United States.

On the meeting of congress in December, 1799, the President in his speech adverted to the political situation of the United States, and observed that he had thought he might safely renew a commercial intercourse with the island of St. Domingo; in consequence of which he had taken off the prohibitions, and he had found that the persecutions of American citizens, and the practices of privateering by the blacks, had entirely ceased.

He farther observed that a slight disagreement had unfortunately occurred between the commis-

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sioners appointed by both the governments to examine the claims of British subjects on the United States; but as a mutual wish existed on both sides for an adjustment, he had no doubt but they would come to a satisfactory conclusion. These discussions related to the detention of American vessels by British cruisers. The result of his mission to France still remained uncertain. Mean while the depredations of the French cruisers in the West Indies were carried to so great an excess, that the President deemed it prudent to assert the honour of his flag, and sent Commodore Truxton, in the Constellation, a frigate of thirty-six guns, eighteen pounders, and well manned. The Commodore, on the 9th of February, fell in with the Insurgente, a French frigate of the large class, having forty-four guns, eighteen pounders, and four hundred and ten men, commanded by Captain Buroe: an action immediately commenced, and continued with so much spirit on the side of the American, that his enemy was compelled to surrender, with the loss of twenty-nine men killed and as many wounded; the American had one killed and two wounded.

The affair happened off Nevis, and the prize was carried into St. Christopher's. General des Fourneaux, governor of Guadaloupe, sent a requisition to Commodore Truxton to deliver up his capture, but to this the Commodore very properly replied, that having hitherto acted by the orders of his government, he should still continue

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to do so, and that no threats would induce him to alter his conduct. This act however did not produce a war between the two countries. France being sensible that she deserved the chastisement, and not in a situation to revenge it, attempted to gain by negotiation what she had found unattainable by force.

Some attempts were made to set fire to the naval dock-yard at Halifax, but they fortunately failed. We have not the slightest cause of suspicion against the American government: but believe it to have been the act of some incendiaries among our own people.

The Honourable Vice-admiral Waldegrave commanded on the Newfoundland station; but nothing of any importance occurs either here or on the coast of America to arrest our attention.

The Americans were no better satisfied with the conduct of France, after Bonaparte had become chief consul, than they were when it was governed by the directory; and another severe action between a French and an American frigate in the West Indies, shews the feeling between the two nations. Their partiality to France, in the year 1799, had begun to subside, and they were seriously out of humour with the Chief Consul, whose arbitrary power so shocked their ideas of republican liberty and national independence, that they made remonstrances, through their minister at Paris, on the seizure of some of their merchant vessels, and of their final condemnation

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in the ports of France, without a shadow of complaint against them for the nonperformance of any stipulated agreement or illegal traffic. Little acts of hostility were committed by both parties, but no specific declaration of war took place.

America, as we have observed, had equipped some large frigates and sloops to support her maritime rights, and resist, as far as in her power, the aggression of the belligerents; and the Constellation had again the honour of avenging her country's cause. This ship, in pursuance of orders from the President, was cruising off Guadaloupe, when she fell in with a French frigate of the large class, which it appears had been using too great freedom towards the American trade. After an action, in which the Constellation lost her mainmast, the French ship escaped and put into Curaçoa, where it was discovered that her name was La Vengeance, and that she had upwards of one hundred and fifty men killed and wounded. In this action the American frigate, which was commanded by Captain Thomas Truxton, behaved with great and becoming gallantry; she had fourteen killed and twenty-five wounded, and there can be no doubt that the Frenchman owed his safety to the loss of the Constellation's mainmast.

The detention of their trade and the impressment of their seamen still continuing to increase the irritation of America against Great Britain, the following letters will shew to what extent abuses were carried; and that if America com-

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plained of injustice, England had no less cause of recrimination.

From the Earl of ST. VINCENT, first lord of the admiralty, to the Honourable THOMAS ERSKINE.

Admiralty, March 13, 1801.

MY DEAR SIR,

My first object on coming to this board was to reform the courts of admiralty in the colonies, with a view to check the vexations to which the American commerce has been subject; and Sir William Scott, who is to name the new appointments, has it now under consideration. Mr. King is probably not aware of the abuses which are committed by the American consuls in France, Spain, and Portugal, from the generality of whom any Englishman (the consul knowing him to be such) may be made an American for a dollar. I have known more than one American master carry off soldiers in their regimentals, arms, and accoutrements, from the garrison at Gibraltar; and there cannot be a doubt but the American trade is navigated by a considerable majority of British subjects. Thus it becomes a very difficult point to draw the line; and I have always considered this as the greatest evil arising from the separation.

I entertain a very high respect for the public and private character of Mr. King, and prize your friendship still higher; and you may rest assured that whenever Lord Hawksbury makes a communication to me on this subject, I will do every thing consistently with my duty to the public to cement the union between the two countries.

Yours most truly,
ST. VINCENT.

From the Same to R. WORMLEY, Esq.

Admiralty, Aug. 10, 1801.

SIR,

I have received great pleasure from your obliging letter of the 5th of May; and I do assure you that I have exerted every means in my power, both before and since I came into office, to put a stop to the vexations to which the American navigation has been exposed during the present war: and you probably

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have heard that while I commanded before Cadiz I shewed every possible attention to the subjects of the United States. I shall steadily persevere in this conduct, being perfectly convinced of the wise policy of bringing the two countries as near together as their interests will admit. I have the honour to be, with great regard and esteem,

Sir,

Your most obedient servant,

ST. VINCENT.

In 1800, the Honourable Vice-admiral Waldegrave, having held the situation of governor and commander-in-chief of Newfoundland for three years, was succeeded by Rear-admiral Charles M. Pole. The limits of that command extended no farther south than the island of Cape Breton; there could not therefore be much enterprise or profit within such a boundary. The flag-ship sailed with convoy in July or August, and once as late as the 5th of September; she had no sooner arrived in Newfoundland than she was prepared to return home, so that most of her time was passed in St. John's-harbour or at Spithead. At that period the Admiral was commander-in-chief of the troops, but a general officer has since been appointed to the situation. The power of the Governor is much more contracted; his station is extended to five years, but he is to be a resident for that time.

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CHAP. IX.

Attacks on the Commanders-in-chief at home for their conduct in the West Indies—Cause and acquittal—State of affairs in the West Indies—Victor Hugues—Arrival of large reinforcements from France—Escape from the Bellona and Alarm—Official despatch—Cruelties of Victor Hugues—Massacre of loyalists—Murder of English prisoners—Action between Blanche and Pique—Maroon war in Jamaica—The island saved by a fortunate mistake—The Success arrives with troops at Montego-bay—Apprehensions of the planters—Spanish blood-hounds imported to hunt the Maroons, who are finally subdued and sent to Halifax—Victor Hugues takes St. Eustacia and St. Lucia—Sends a force to St. Vincent, and excites a Carib rebellion there—Success of the French and Caribs—Ardour and difficulties of the British troops—Loss of British officers—Death of Colonel Ritchie—Farther reverses—Arrival of Sir J. Laforey—Demerara and Berbice attacked by Captain Parr and taken—Arrival of Sir H. Christian and General Abercrombie—Rear-admiral William Parker succeeds Rear-admiral Ford at Jamaica—Rear-admiral Christian and Sir R. Abercrombie retake St. Lucia and St. Vincent—Account of the Caribs of St. Vincent—Reduction of the rebels in Grenada—Arrival of Rear-admiral Harvey in the Prince of Wales—French attack Anguilla, and are defeated by Captain Barton—Successes of Captains Otway and Warre—List of ships employed at the attack of St. Lucia in 1796.

No sooner had Sir John Jervis landed in his native country, than complaints were sent to the government against himself and the General, for injustice and extortion in the performance of their duty. These complaints were forcibly urged, and eagerly listened to in parliament, where it was asserted that the loyal inhabitants of Martinique and

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Guadaloupe had been plundered of their private property by the General and the Admiral, the legality of whose proceedings was severely questioned. It was long before the mind of Sir John Jervis was at ease on this subject, and we find him addressing letters to his Majesty's ministers from the Mediterranean, complaining of persecutions which threatened him with ruin. The facts are simply as follow:—

On the reduction of the islands by force of arms, and after severe contests, all public property was justly claimed for the captors; from this much was attempted to be rescued as belonging to private individuals: in some instances their demands were acceded to, but British generosity in this as in all other similar instances was shamefully imposed on. The French settlers, assisted by many Englishmen of the neighbouring settlements, endeavoured to cover colonial produce, as being really British property bought previous to the capture of the islands;* but this being strongly resisted, the claimants came to a compromise, and agreed to pay a certain sum to the captors as a compensation: unable to evade the payment, they urged these complaints to the British nation, and many believed them to be well founded; we know them to have originated in fraud, and rejoice to say that the wisdom of parliament decided that the Admiral and the General, in the conduct they had pursued, had done their duty. From the mo-

* See Cooper Williams's Campaigns in the West Indies, 1794.

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ment of the departure of these distinguished officers the affairs of the Caribee islands went to ruin.

The war in the West Indies, after the expulsion of the British troops from the island of Guadaloupe, became more bloody and determined than ever. The command of the French land and sea forces had devolved on the notorious Victor Hugues, who exceeded the British chiefs now opposed to him as much in talent and resources, as in ferocity of manner, and disregard to every human feeling. If our Admiral and General were deficient in local knowledge, they were still more so in land-forces to oppose the enemy; but in ships they were infinitely superior. Vice-admiral Caldwell had brought out with him three sail of the line, the Majestic, Theseus, and Bellona, of seventy-four guns; besides these he had under his orders a sufficient number of frigates and smaller vessels to have kept a vigilant watch on the windward side of Guadaloupe, whence any reinforcement coming from France might be expected to appear. In St. Lucia, St. Vincent, and Grenada, the flames of rebellion were fanned by the arts of Victor Hugues, and nourished by the forces of France, which either in squadrons or single fast-sailing ships were continually arriving in those devoted settlements.

At this moment an event happened which threw the whole in the utmost state of alarm, confusion, and dismay; and caused the loss of lives and pro-

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perty to the British settlers, which seems to have completed the measure of calamity already heaped on those unfortunate people.

On the 5th of January, the Bellona of seventy-four, and the Alarm of thirty-two guns, were cruising twelve leagues to windward of Deseada; when about eight o'clock in the morning they found themselves in company with a French squadron, consisting of two large frigates, three armed ships, and ten sail of transports, as it afterward appeared, full of troops and military stores. The Captain of the Bellona made the Alarm's signal to chase the transports, which were to leeward of the frigates, while the Bellona went in pursuit of the larger vessels formed in line to receive him: the first he came up with brought-to on receiving a few shot, and the Frenchmen called out they were sinking: this induced the Captain of the Bellona to send a boat to her; the Alarm, instead of following the orders he had received, brought-to also, and the Captain went on board the Bellona. In the mean time the boat, which had gone to the relief of the pretended sinking ship, was run away with by some of the Frenchmen, who reached the other vessels in safety. The French Commodore seeing the British ships both employed with the captured vessel, collected his convoy, and the whole made their escape, leaving the two British ships in possession of the Duras.

We give the official despatches, by which the public will judge for itself; and we trust to the

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purity of our motives for having dwelt so much on the painful subject.

Extract of a letter from Vice-admiral CALDWELL to Mr. STEPHENS, dated off Martinique, January 15, 1795.

You will please to acquaint the lords commissioners of the admiralty, that General John Vaughan and myself think it necessary to send a frigate to England immediately, to inform government, that on the 6th instant, a convoy from France, under two or three frigates, got into Point á Petre, Guadaloupe.

Enclosed is a copy of Captain Wilson's minutes, which is the best information we have, and by which their lordships will see that one of the enemy's ships was taken, the Duras, said to be an old French Indiaman.

Minutes of proceedings on board of his Majesty's ship Bellona, GEORGE WILSON, Esq. commander, January 4, 1795.

On Monday, January 5, 1795, latitude 16° 30° north. Deseada bearing west, distance twelve leagues, at eight A. M. descried two sail standing towards us: the weather being very hazy, I could only perceive one to be a frigate, which tacked and stood from us. We chased her with light winds and very hazy weather. About twelve o'clock I discovered ten sail to leeward lying-to. Upon making them plain, from their size supposed them a French squadron. About one o'clock they bore up; we immediately chased, the weather being very squally and hazy. I supposed five of their ships frigates. At five o'clock made the Alarm's signal to attack the convoy; the frigates dropped in their rear and formed; the sternmost I came up with, and began to fire, when she struck. I perceived four others hauled out, apparently with an intention to engage. At eight o'clock I sent an officer and boat on board the frigate to take possession, and found her to be Le Duras, of twenty guns, four hundred troops, and seventy seamen. They reported her in a sinking state, during which time I lay-to, *expecting the other frigates to fetch me on the same tack*, when Captain Carpenter hailed me to observe the same.—At half past eight I saw the frigate had bore up, upon which I desired Captain Carpenter would take charge of the prize, and follow with all expe-

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dition—I immediately made sail, but the night was so dark and squally that I could not keep sight of them. At twelve o'clock I found myself so near Deseada that I was obliged to haul off.—It blowing very hard, in the morning I was to leeward of Deseada. As soon as I could put men on board the prize, I made sail for Antigua, but could not reach St. John's that night. In the course of the night the prize had driven to leeward; I ordered Captain Carpenter to carry her to St. Kitt's, and take her under charge until farther orders. I made the best of my way to Martinique, being in want of provisions and water.

The following appears to have been the force of the enemy:—

L' Escalle, a seventy-four, cut down, mounting forty-six guns and five hundred men; L'Astree, of thirty-six guns; Le Leveret, twenty guns; La Prompte, twenty guns; Le Duras, twenty guns; and ten armed transports; sailed from Brest on the 17th of November last, with troops and warlike stores. The Duras has on board field-pieces, mortars, shot, shells, great quantities of small arms, and trenching tools of all sorts; numbers not yet ascertained.

The fatal consequence of this unfortunate arrival was soon visible: Victor Hugues, reinforced beyond his most sanguine expectations, had troops to spare for his designs upon the neighbouring islands; and the blood of Englishmen soon flowed in copious streams, while their habitations were burning from the very hands which had so miraculously escaped from the British cruisers.

After the republicans had made themselves masters of Guadaloupe, and before the arrival of this squadron, one of their first acts was to put to death three hundred loyalists, with a degree of barbarity which, had we not been well acquainted with their customs on similar occasions, we should

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have been led to doubt: these unhappy men, settlers of the island, were drawn up, tied hand to hand, by the side of a deep ditch dug for the purpose, while a regiment in front fired on them; some fell dead, others wounded, others received no hurt, but all were thrown together into the ditch, the dead, the living, and the dying, buried in one common grave. The rage of civil discord ever exceeds that of the feelings against a foreign enemy, but here the human breast seemed a stranger to every sentiment common to our nature. Some sick and wounded Englishmen were prisoners among these savages, destitute of every necessary of life, far from their friends, and suffering the complicated miseries of wounds, sickness, and famine: they sent to the blood-thirsty wretch, and demanded or implored relief; what was his answer? he sent a party of soldiers,—no, we cannot disgrace the name; monsters in the shape of men, who put them all to death with the bayonet!

In a former chapter we stated the death of Major-general Dundas, at Guadaloupe: the remains of this gallant and much-lamented officer were not allowed to rest in peace: they were dug up by order of this man, and scattered over the earth. The purpose was defeated by the very act itself; the memory of the General, instead of being lost to his country, is rendered doubly dear, and a monument in St. Paul's cathedral will con-

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secrate his name to the latest posterity; while that of the republican, even in France, if remembered at all, will be a term of reproach to the worst and most abandoned of the human species.

The duties of the British forces in the West Indies now became extremely arduous. The islands Grenada, St. Lucia, and St. Vincent, were all at the same time objects of attack, and so ill protected that the French and the blacks seemed to have an unlimited power over them, and to use it with unbridled fury, and insatiable thirst of blood.

We come now to a more cheering subject. Captain Robert Faulknor, after his distinguished conduct at Fort Royal, Martinique, was promoted to the rank of post-captain, and appointed to command the Blanche of thirty-two guns, in which ship he was ordered to cruise off Point à Petre, where on the 4th of January he discovered a frigate at anchor, which shewed no disposition to meet him; but at half past eight in the evening, on the 5th, the Blanche having an American schooner in tow, was standing under easy sail towards Grand Terre, when the enemy was discovered as if in pursuit. Faulknor instantly and eagerly closed with him: they passed each other on opposite tacks within pistol-shot, and at half-past twelve at night exchanged broadsides: the enemy having the weather gage, and being on the larboard tack, wore, to rake the Blanche, who, to avoid this, tacked, and ran up to leeward. The

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gallant Frenchman, foiled in this, put his helm up to rake her forward, but the Blanche wore, and both ships engaged running before the wind, side by side. At one o'clock the Blanche put her helm a-starboard, and crossed her adversary's bow, by which, as was mutually desired, the ships came on board each other nearly amidships. In this situation Faulknor secured the enemy by a halser, with which he lashed her bowsprit to his own capstan. It was in this act that the noble Faulknor fell dead with a musket-ball through his heart. The Blanche in the mean time keeping up a constant fire from her quarter-deck, and all other guns, as well as musketry, that could be brought to bear on the Pique: the enemy returned this with small arms from her tops, and from her quarter-deck guns, run in a-midships and pointed forward; at this time the Blanche's main and mizen masts fell overboard, and the daring Frenchmen attempted to board from their bowsprit, but were gallantly repulsed. At a quarter past two in the morning she dropped astern as far as the rope would permit. The enemy now lay with his bowsprit abreast of the Blanche's starboard quarter, the marines keeping up a constant fire of musketry, while the officers and seamen on the main deck, by blowing out the upper transoms, brought the after guns to fire into her bows, and raked her fore and aft, while they held her in tow, from which the Frenchmen vainly endeavoured to extricate themselves by sending out men to cut the

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lashings; these were constantly picked off by the marines. About two o'clock the enemy's masts fell, but the action continued, both ships running before the wind until five in the morning.

The command of the Blanche now devolved on Lieutenant Frederick Watkins. The ships in number of guns and weight of metal were nearly upon a par; both were what are called twelve-pound frigates, though the French shot of that caliber exceed ours in weight by about two pounds; with respect to the number of men, from the best accounts that we could obtain, the enemy had nearly double, and had they got on board the Blanche, it is very probable, from that advantage only, could have carried her; but in the various attempts they made they were always so gallantly repulsed, that their superior number was no longer in their favour: the bowsprit of the Pique was constantly supplied with a succession of brave men, who either attempted to board or to cut the halser, which attached them to their opponent. In this exposed situation, the marines of the Blanche made such excellent use of their fire-arms, that each man as he advanced fell dead or wounded into the sea. In the mean while the two aftermost guns were so well plied out of the stern directly into the bow of the Pique, that her main-deck was swept fore and aft, and her masts falling, she no longer retained the superiority of her small arms in the tops. That she should have held out three hours after this accident, proves that

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the enemy was actuated by a boundless contempt of death; nor did they surrender till not the smallest possibility remained of turning the tide of victory. The foremast of the Blanche and her bowsprit was all that was left standing; her main and mizen masts fell before those of her enemy; and this apparent misfortune was the cause of her success; for by the falling of the after masts the British frigate paid off before the wind with the enemy in tow, thus placing her by accident in a position that might not have occurred to the most expert seamen, and which at once laid her under the power of the British frigate: this however would have been of little importance, had it not been followed up by the most undaunted acts of bravery. The loss of their beloved Captain, far from damping their ardour, seems to have stimulated them to surpass him if possible in valour, and to avenge his fall. Five hours the carnage had been going on, when the enemy hailed and said he had struck. It was not yet day-light; not a boat would swim from the number of shot through them, nor could they have been readily hoisted out, the masts being gone. Under these difficulties nothing remained but to get on board the prize by means of the halser; this was successfully performed by Lieutenant Milne and ten seamen, whose weight bringing the bight of the rope into the water, obliged them to swim part of the distance, when they gained her deck and carried the well-earned prize into the Saints.

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The loss on board the Blanche was, besides the Captain, Mr. William Bolton, midshipman, five seamen, and one marine, killed, and twenty-one wounded. The loss of the enemy in killed was seventy, and in wounded one hundred and ten; the bodies of the former were found on board, and the latter were landed at the Saints. The Lieutenants Watkins and Milne are now Rear-admirals.

The French frigate had twenty-eight French twelve pounders on her main-deck, eight long nines on her quarter-deck, and four thirty-six pound carronades on her forecastle.

While the British West-India islands to windward were a prey at once to foreign invasion and internal discord, Jamaica was not exempt from its share of calamity. The Maroon negroes, in possession of some of the mountainous parts on the north side, had often risen in rebellion, and though subdued caused much misery to the colony. These people were the descendants of about fifteen hundred African slaves, whom the Spaniards had left behind them in 1655, and who had obtained their freedom without acquiring that knowledge of civilization necessary to their happiness, or sufficient to insure their independence. Their chief residence was a village pleasantly situated, called Trelawney-town, about twenty miles from Montego-bay: and here they might have dwelt unmolested, could they have conformed to the treaties which had been established for

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the mutual good of themselves and the white settlers.

Without recurring to events which preceded the rebellion of 1795, and which are fully and ably detailed in Edwards, we shall come at once to that which in chronological order necessarily obtrudes itself on our notice in this part of the world. Two Maroons from Trelawney-town having been detected and convicted of stealing pigs, were taken at Montego-bay, and punished by flogging, after which they were discharged; when flying to their countrymen, they shewed their stripes, and the indignity which in their persons had been committed upon the community. The whole of them instantly rose in arms, and ordered the superintendant to quit their town on pain of death; they were however induced to consent to a conference, and while they appeared to accept of the terms of conciliation, they secretly prepared for more effectual hostility. They had three hundred men under arms, and only waited the departure of a very large convoy for Europe, which they knew would much reduce the British force. There were on the island very few troops except the eighty-third regiment, which at that very moment was under orders for St. Domingo; this was known to the Maroons, and while they amused the Governor and council with the appearance of "fidelity and affection," they used every means of inducing the negro slaves to join with them in the meditated insurrection. It would seem unaccountable

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that under these circumstances the embarkation of the eighty-third was permitted. They sailed from Port Royal on the 29th of July, under convoy of the Success frigate of thirty-two guns. No sooner had they lost sight of the harbour than the conduct of the Maroons became less equivocal, and the Earl of Belcarras, the governor, saw fortunately in time the inconsiderate step which he had been induced to take. The course from Port Royal to the west end of St. Domingo is in the wind's eye, as the trade usually blows; this retarded the progress of the Success and her convoy so much, as to admit of a fast rowing-boat from the east end of the island overtaking them, which was providentially effected, and just at such a juncture as rendered the embarkation of the troops the most fortunate circumstance that could have occurred to the planters. The Success and her convoy, assisted by a strong current, had on the 2d of August weathered Point Morant, when the despatches reached Captain Pigot, who immediately bore up, and on the 4th anchored in Montego-bay. This event saved the island. The Maroons and the blacks attributed that to superior knowledge which was purely the effect of accident; and this in a great measure entirely disconcerted their schemes, and spread distrust among them. The force of the eighty-third was nearly one thousand strong, under the command of Lieutenant-colonel Fitch.

In the mean time the white inhabitants of Jamaica, threatened with all the horrors of St. Do-

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mingo, had seen the only troops on which they could reasonably depend for protection, taken from them at a moment of the greatest need, and sent to the hopeless task of reducing one hundred thousand blacks to submission. Nothing but the vigour of the Governor, council, and planters, saved them, their families, and property, from destruction. Martial law was proclaimed, all the small detached bodies of light cavalry, infantry, or militia, were concentrated round Montego-bay, and the Earl of Belcarras, in person, took the command of the whole. Dreadful indeed were the apprehensions of the planters at this critical juncture; the recent events in St. Domingo, where the slaves had been completely triumphant, led them to expect a similar movement; nor can we acquit some well-meaning people in England of having, by their imprudence, endeavoured to instigate the blacks to the same crimes which France had to deplore in the neighbouring island.

Many of the Maroons surrendered themselves to the Governor, but the principal part of them resolved on rebellion, and began it on the night of the 12th of August, setting fire to their own habitation of Trelawney-town, and attacking the outposts of the British army. Colonel Sandford, with a small party consisting of detachments of the eighteenth and twentieth dragoons, and some horse militia, having advanced to a spot directed by the Governor, was ordered to wait there for farther instructions, but instead of so doing pushed on to the

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ruins of Trelawney-town: met by the Maroons in a narrow defile, himself and many valuable officers and men were killed, and others wounded; the rest still advanced and drove the enemy from their hiding-places. The check experienced by Colonel Sandford excited the most serious alarm in the island, and exposed the memory of that officer to reproach in general orders. Unfortunately Lieutenant-colonel Fitch, with a small party of his men, fell by the same want of caution into another ambush, by which himself and several of his people were killed. The Maroons had now gained possession of a very strong and nearly inaccessible country; whence no means could be devised of extirpating them without the assistance of blood-hounds from Cuba. Horrible and revolting as such an expedient must appear in an enlightened age, the dreadful alternative was all they had left; the nightly depredations and murders of these savages could not be controlled by the regular and customary operations of civilized war. Under this point of view we see no difference between trampling to death by a horse, and being torn in pieces by a dog. The opponents of the measure, and its supporters in the house of assembly, were alike influenced by motives of humanity. The importation of them was at length decided; but previous to their arrival, or before they were called into action, the wisdom of the Governor and the gallantry of General Walpole had brought the war to an honourable and effec-

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tual termination. No property in the world is more exposed to the acts of an incendiary than a sugar plantation; and it was unfortunately proved in this instance how much mischief might be done by a single negro in the course of a night, almost without the possibility of detection.

While the Maroons were in terror at the advance of General Walpole, a vessel arrived in Montego-bay from Cuba, bringing about forty Spanish huntsmen with one hundred blood-hounds. Terrified at the information which the runaway negroes spread among them with their usual exaggeration, the Maroons submitted to such terms as were proposed; among which it was stipulated that they should not be sent off the island. These terms however not having been duly complied with by the rebels, and General Walpole having been compelled to advance upon them a second time, the assembly, with great propriety, came to the resolution of sending off the island all such as had not taken the benefit of the first act. In this some difference of opinion arose both at Jamaica and in the British parliament. In the month of June, 1796, his Majesty's ship, the Dover, with two transports, received on board six hundred of them, provided with every necessary, as well as many comforts suitable to the change of climate, and they sailed from Blewfield's-bay to Halifax, in Nova Scotia, where it was proposed to settle them as a free colony, and the sum of 25,000*l.* was voted by the assembly of Jamaica to purchase lands and

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build houses for them. They suffered much from sea-sickness in the voyage, but arriving at Halifax in the summer time, they at first recovered, and bid fair to be of use to the country: a cold winter succeeding so benumbed their faculties, that it was found necessary to send them shortly after to the colony of Sierra Leone, on the coast of Africa, where they or their descendants still continue.

Victor Hugues early in 1795 obtained possession of the island of St. Eustatia, in which he found so ample a supply of ordnance as to compensate for the capture of the Duras by the Bellona. A successful landing was immediately effected on St. Lucia, and was followed by a simultaneous insurrection of the blacks and French in all parts of the island; the British forces had no other places of refuge than the Vigie and Morne Fortunée. General Stewart at the head of the British troops defeated the enemy and compelled him to retire, but a serious and unlooked-for reverse of fortune deprived him of all hopes of retaining the island. On the 22d of April he advanced to attack the strong post at Souffriere, and was defeated after seven hours' hard fighting, and compelled to retreat to Vieux fort with a loss of two hundred men. Pent up in Morne Fortunée, dispirited and without succours for two months, the British soldiers sunk under dejection, and its constant attendant the yellow fever; the active Victor Hugues unceasingly supplied fresh troops, and the French at length in-

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creasing in strength and numbers as ours diminished, attacked and took the strong forts of Pigeon Island and the Vigie; the latter commanding the carenage or harbour, prevented any relief by sea coming to the devoted Morne Fortunée, which the enemy prepared to storm. Under these circumstances it was resolved to evacuate the island, a measure which appears to have been carried into execution with a degree of hurry and perturbation scarcely justifiable in a military point of view: since it is to be supposed that a capitulation might have been obtained upon more advantageous and honourable terms, than by a confused and unmanly flight to leave the women and children exposed to the cruelty or indebted to the kindness of a brutal enemy. Captain Barret of the Experiment of forty-four guns, armed *en flute*, received on board his ship twelve hundred men, between the hours of twelve at night and five in the morning. The Blanche, which so lately supported the honour of her country, was assisting at the defence of this island, and some of her brave seamen being landed dragged the cannon, and obtained the thanks of the General for their exertions.

Meanwhile the affairs of St. Vincent were in a state as desperate as those of the neighbouring island. The French holding St. Lucia gives a feeble tenure of St. Vincent to the English, distant only eight leagues, and lying directly to leeward. The native Caribs had long beheld the encroachments of either French or English settlers as an

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insufferable usurpation of their rights, and sought every opportunity of dispossessing them of their hold. Headed by one of their chiefs named Chatoye, these people at the instigation of Victor Hugues burst into rebellion, carrying with them the usual horrors practised on such occasions in the neighbouring islands: setting fire to the windward plantations, they murdered men, women, and children, whether slaves or white, and massacred in cold blood the English prisoners which they had taken: this infernal scene was performed on Dorsetshire hill, in sight of and overhanging the town of Kingston. Fortunately for the planters and inhabitants, the Caribs were at enmity with the blacks or slaves, which prevented the latter from joining them; they were rivals in the market for the sale of their produce, and the murder of some slaves at the beginning was the final ruin of the Carib cause: assisted however by the French they committed the greatest ravages, and deluged the island in blood. The first battle between them and the British forces was fought on Dorsetshire hill, where the Caribs were attacked by a party of militia and negroes, supported by a few regulars of the forty-sixth regiment, under the command of Captain Campbell; together with a small body of seamen from the Zebra sloop of war, commanded by Captain Skinner. The Caribs were defeated, and the chief Chatoye was among the slain. St. Vincent, like Dominica, from the rugged state of the country, is of all others the

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most difficult in which to repress sudden insurrection; the rebels rallied again, and were again defeated with great slaughter at the post of Calliaqua, a strong place which the British occupied. Meanwhile the French sent more succours to the rebels from Guadaloupe and St. Lucia: whether the Admiral had not a sufficient force to protect this vulnerable point is uncertain; we only know at that period of the war that the force employed was numerous and effective, but the enemy ever had the advantage of vigilance; and the unfortunate issue of Admiral Christian's first and second sailing caused the greatest misfortunes to the islands.

Early in May, the enemy had so far regained their superiority as to appear above the heights of Calliaqua, and summoned Captain Molesworth, who commanded that important post, to surrender. The Alarm frigate being sent round to support him, the enemy desisted; but in a desperate attack on the post of Dorsetshire hill, they succeeded, and gained possession of the field-piece, which was left in the confusion. The enemy now commanded the town, and from such a situation they were to be dislodged; this was gallantly effected by Lieutenant-colonel Seaton under a heavy fire from a superior force, and the enemy fled in every direction, still retaining the strong post of the Vigie, whence it was also determined to dislodge them. Sir John Vaughan having come himself from Martinique to investigate the real state of

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the island, took effective measures for its relief, and on his return sent back all the reinforcements he could afford, with a supply of ordnance stores. The British forces, now under the command of Lieutenant-colonel Leighton, advanced to attack the Vigie, a post consisting of three hills of unequal height; these were strongly fortified: part of the forty-sixth and sixtieth regiments, the militia, rangers, and seamen from the ships of war to drag the guns, were ordered on this service: they took with them four six-pounders and two mortars. This was in the beginning of June.

The irresistible valour of the British troops carried all before them; the first and second redoubts were taken by one division under the command of Lieutenant-colonel Ritchie. The enemy, perceiving how small the force was opposed to them, sallied forth from the last and chief position; but at the moment they attacked the first division, the second came up under Lieutenant-colonel Leighton, and the third under Lieutenant-colonel Prevost, when they retreated in great confusion to their own works on the strongest and still unsubdued eminence. Here they were again attacked by the joint efforts of the army and navy; a deep trench was intended to obstruct the progress of the artillery, but by the ardour of the sailors and artillerymen, guns and mortars were made to move with rapidity over mounds of earth of astonishing height, and the batteries opened with such unexpected fury, that the place was

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taken: the Caribs having retired early in the action, none but French were found in the fort; of these, sixty with their commander were made prisoners, and about two hundred and sixty killed and wounded; our loss was about seventy, with the gallant Captain Piguet of the sixtieth regiment. Having made themselves masters of these strong places, and reduced the Caribs and their French auxiliaries, the British forces under Lieutenant-colonel Leighton proceeded to the Carib country, which they laid waste with fire and sword, burning the houses, and digging up the premature growth of their fields and gardens; the troops then entered the town and possessed themselves of the Carib huts and provisions on Mount Young. The Thorn sloop of war of sixteen guns accompanied the troops in an attack upon the bay of Owia, which it was deemed necessary to secure in order to prevent the enemy landing there from Guadaloupe: this precaution did not avail them; the post was surprised by a strong detachment of French from St. Lucia, eighty of our men were killed, and the remainder fled, leaving their cannon behind them. The evacuation of St. Lucia proved the misfortune of St. Vincent, and had nearly caused its loss: a large body of French troops having landed at the former island, easily found means to get to St. Vincent; five hundred of them landed in Owia-bay on the 18th of September. The Thorn sloop, and Experiment of forty-four guns, armed *en flute*, saw the expedition, but having drifted

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to leeward were unable to get within gun-shot. The British troops now met with sad reverses; Mount Young was evacuated, and the enemy pursued them to Fainburn-ridge, where they encamped, and cut off the communication between Kingston and the Vigie. Lieutenant-colonel Ritchie with a detachment of three hundred men was defeated, and that gallant and excellent officer mortally wounded.

The affairs of this unfortunate little colony were in a most deplorable state, when Major-general Irving arrived in the Scipio of sixty-four guns, bringing with him a reinforcement of between two and three thousand men.

The British General did not remain idle; the enemy was driven from every strong post which they had in the neighbourhood of Kingston, and compelled to take refuge in the windward part of the island, where they were held in close blockade until the spring of 1796, when they attacked our camp at Colonarie, and succeeded in surprising that important post. Brigadier-general Stewart, who commanded, was three times wounded, and only retired when a shot had shattered his leg: he lost four hundred men with all his ammunition and provisions.

It was now that the dispersion of Admiral Christian's fleet, in the winter of 1795 and 1796, was severely felt in the West Indies: the yellow fever had so much reduced the effective strength both of the army and navy, that the French, aided

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by the Caribs in St. Vincent, and the disaffected French and slaves in Grenada and St. Lucia, had nearly subverted our power in all those islands.

In St. Vincent, Major-general Hunter still kept the enemy in check, and his endeavours were nobly seconded by the council and chief men of the island.

As the straggling transports from the convoy of Admiral Christian reached Barbadoes, the troops were despatched to the islands to leeward, where their services were most urgently demanded.

While St. Lucia had fallen under the power of France, and St. Vincent had successfully struggled against it, the island of Grenada from the same causes felt the same effects; the insurrections in these three islands were nearly simultaneous, and more fatal in Grenada, as the slaves all revolted and joined the French, who, since its cession to the English in the peace of 1783, had been from various causes unwilling subjects of the British empire.

Vice-admiral Caldwell, in June, 1795, was succeeded in the command of the Leeward Islands by Vice-admiral Sir John Laforey, who, on the 15th of April, 1796, ordered Captain Parr in the Malabar of fifty-four guns (a hired or purchased Indiamen), with a small squadron, having on board twelve hundred troops under the command of Major-general White, to proceed to the coast of South America, and to capture the Dutch settlements of Demerara, Essequibo, and Berbice, in Dutch Guayana. This is a country of a very par-

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ticular nature for naval and military operations; remarkably flat and full of swamps; regions it would appear in which the Dutch delight to dwell. The coast is shoal and extremely difficult of approach; at four leagues distance we have no more than seven, and often less than five fathoms water; the soundings are however generally regular, though many dangerous shoals lie off Berbice, and allowance should be made for a strong current setting to the westward.

Our squadron reached the mouth of the river off Demerara on the 21st; the Pique and the Babet with one of the transports passed the bar, and the night was employed in preparations for the landing. On the following morning a flag of truce announced the surrender of Demerara and Essequibo to the arms of his Britannic Majesty, on such terms as the British officers had dictated. One or two old armed vessels with some merchantmen richly laden rewarded the captors. From this place, where they left a governor, the forces proceeded to Berbice, which on the 22d of May capitulated in the same manner.

On the arrival of Rear-admiral Sir Hugh Cloberry Christian to succeed Sir John Laforey, in June, 1796, the whole face of affairs was changed; he was accompanied by Lieutenant-general Sir Ralph Abercrombie with a powerful army. That able officer sent a strong detachment to St. Vincent to reinforce Major-general Hunter; the enemy was defeated, and driven from hill to hill until

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they were compelled to surrender; at the Vigie, their last stand, two hundred were killed, and General Marinier with seven hundred more laid down their arms, and in November the whole island was restored to tolerable tranquillity; but it was not till the following year that the Caribs were subdued.

In the mean time the naval and military forces under their respective chiefs proceeded to St. Lucia; the General immediately landed, having planned three simultaneous attacks on the island: these were well concerted, and two of them nobly executed.

The first division of troops, under Major-general Campbell, landed in Baye Longueville; the second in Choc-bay; the third, intended at Ance la Raye, was abandoned, owing to the current having driven the ships too far to leeward. The Brigadier-generals Moore and Hope advanced immediately by different routes to the attack of Morne Chabot; General Moore reached it first, and without waiting for his colleague dashed in and carried the place. The enemy left fifty dead: the British troops occupied Morne du Chasseaux, in the rear of Morne Fortunée, which was completely invested by land and sea, the ships of war lying close off the entrance to the carenage. The enemy made an unsuccessful sortie, which cost us fifty men killed and wounded; among the former Captain Kerr, of the royal York rangers, and among the latter Major Napier of the sixty-third. In the attack on the

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Grand Cul de Sac, the Madras, Beaulieu, and Pelican, were ordered to assist, and a body of eight hundred seamen and three hundred and twenty marines, under the command of Captain Richard Lane of the Astrea, and George F. Ryves of the Bull Dog, were very serviceable. Thus vigorously assailed, the Governor thought proper to capitulate the garrison of Morne Fortunée, consisting of two thousand men, and laid down their arms: an immense quantity of ordnance stores and ammunition was found in the place, and some prizes of no great value were taken in the carenage. Our loss amounted to about five hundred killed and wounded.

Captain Lane was sent home with the despatches; and the following public order from the General shews the merit of the navy and the unanimity of the two professions for the good of their country.

"*Head Quarters, St. Lucia, May* 27, 1796.

"During the services which have been carried on in the island of St. Lucia, all the courage and every exertion of the army would have proved ineffectual, if Rear-admiral Sir H. C. Christian, and the royal navy, had not stepped forward with the alacrity which has been so conspicuous in forwarding the most arduous part of the public service: to their skill and unremitting labour is in a great measure owing the success which has attended his Majesty's arms. It will afford the Com-

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mander-in-chief the greatest satisfaction to be able to lay before his Majesty the eminent services which have on this occasion been performed by the royal navy; and Admiral Sir H. C. Christian will confer a particular obligation on Lieutenant-general Sir Ralph Abercrombie, and the army at large, if he will be so obliging as to communicate to the royal navy, and in particular to Captains Lane, Ryves, and Stephenson, and the other officers who acted on shore, and to the corps of marines, the great obligation which they consider themselves under to them.

(Signed), T. Busby, Ass.-adj.-gen."

A list of the squadron employed at the attack and reduction of St. Lucia, under Rear-admiral Christian, in May, 1796.

Ships.	*Guns.*	*Commanders.*
Thunderer	74	Sir H. C. Christian, K.B. rear-admiral of the blue / Capt. J. Bowen
Canada	74	—— George Bowen
Vengeance	74	—— T. M. Russell
Minotaur	74	—— Thomas Louis
Ganges	74	—— R. M'Dougall
Alfred	74	—— Thomas Drury
Hindostan	54	—— Thomas Bertie
Madras	54	—— J. Dilkes
Abergavenny	54	—— Edward T. Smith
Charon	44	—— J. Stevenson
Beaulieu	40	—— L. Skinner
Arethusa	38	—— Thomas Woolley
Hebe	38	—— M. H. Scott
Undaunted	36	—— M. Roberts
Astrea	32	—— R. Lane
Laurel	28	—— R. Rolles

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Ships.	*Guns.*	*Commanders.*
Fury	16	Capt. H. Evans
Bull Dog	16	—— G. F. Ryves
Pelican (brig)	16	—— J. C. Searle
Victorieuse (ditto)	14	—— J. Mainwaring
Woolwich (S. S.)	44	—— Daniel Dobrée
Tourterelle	20	—— E. Fellows
Beaver	16	—— S. G. Warren
Terror (bomb)		—— Hon. D. Douglas

There were besides these many other ships of war on the West-India station, both to windward and to leeward.

In the month of April, Captain R. W. Otway, in the Thorn sloop of war, one of the most wretched little vessels that could be supposed to bear the name, captured a large schooner, loaded with French officers and a cargo of national cockades, with which they were bound to Martinique, in hopes of inducing the inhabitants of that island to rise in arms against us. This project entirely failed, owing to the vigilance and good fortune of Captain Otway, who in the course of the next month captured, after a very severe action, the Courier, a French corvette of eighteen guns and one hundred and nineteen men, twenty-seven of whom were killed or wounded, without the loss of one man in the Thorn.

Captain Henry Warre, in the Mermaid of thirty-two guns, in October of the same year, fell in with a ship and a brig off Grenada; the brig ran in and got aground, and the Mermaid, in the eagerness of pursuit, ran on shore close alongside her; but the

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whole crew of the enemy's vessel, one hundred and twenty in number, landed and escaped; the vessel was got off; she was called the Brutus. Captain Warre then went in search of the ship, which after a chase of one day he had the good fortune to capture; she engaged the Mermaid for half an hour, and having twenty of her men killed and wounded, struck; her name was the Republican, mounting eighteen guns, and having two hundred and fifty men, many of whom were soldiers, who with a general officer were intended to support the rebellion in Grenada.

After the successful attack upon St. Lucia, Rear-admiral Christian detached Captain Woolley with a small squadron to assist General Abercrombie in the arduous task of subduing the rebels and Caribs of St. Vincent and Grenada. The internal tranquillity of these islands was soon restored; the frigates on the station were active and successful, and many captures were made of the enemy's cruisers.

The author of the continuation of Edwards's West Indies* says, that the Caribs, men, women, and children, to the number of nearly five thousand, were removed from the island, and sent to the island of Rattan, in the bay of Honduras. The only part of this we are inclined to doubt is, the number, which we cannot believe ever amounted to what is here stated.

The following short account of the Caribs, or Charaibs, the Author obtained while serving in the

* Vol. 4, page 47.

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West Indies in 1808, from a gentleman at St. Vincent.

They were not finally subdued till 1797, after having for two years kept the settlers in a state of constant alarm and incessant warfare; but at length their villages being all burnt, and their plantations laid waste, they capitulated, and rations were allowed them to subsist on by the British government, until it was found advisable to transport them as before stated. The black Caribs were the only people who disputed the possession of the island with the English; the yellow Caribs, so called from the colour of their skin, are a distinct and peculiar people; being few and harmless, and having escaped the general proscription, they yet reside in the island, and still boast among them of two races of their kings.

In June, Rear-admiral Harvey arrived in the Prince of Wales, and relieved Sir Hugh Christian, who soon after, with Rear-admiral Pole, returned to England in the Beaulieu frigate.

That monster of cruelty, the offspring of the French revolution, the infamous Victor Hugues, unable to conquer, was resolved to destroy; he therefore sent an expedition against the little defenceless colony of Anguilla. The force consisted of two vessels, the Decius of twenty-eight guns, and the brig Le Vaillant of four guns, of heavy caliber; they were manned with about one hundred and seventy seamen, and had on board three hundred soldiers.

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Captain Barton, of the Lapwing of twenty-eight guns, received the news of this invasion as he lay at St. Kitts, and with courage and alacrity flew to the relief of his countrymen: quitting other service upon which he was ordered, he took on himself the responsibility of disobedience, and soon appeared off Anguilla, where he found that the enemy were on shore, and had begun to riot in all the enjoyment of plunder, conflagration, and massacre. On the appearance of the British ship they thought only of escape, but that was denied them: Captain Barton brought both vessels to close action: the large one, after severe chastisement, struck, and out of three hundred people on board, she appears to have had one hundred and twenty killed and wounded. The greater part of these were killed, Schomberg says eighty, but we should suspect the number was overrated, though not too many for the heinous crimes which they had perpetrated.

The brig La Vaillant ran on shore upon St. Martin's, where she was destroyed by the fire of the Lapwing, whose loss upon this well-executed service amounted to one man killed and seven wounded.

On his arrival at St. Kitt's the inhabitants received him with the most flattering marks of approbation and respect; and the Commander-in-chief on the station soon after removed him into the Concorde of thirty-six guns, a ship far better adapted for his ardent and enterprising spirit.

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CHAP. X.

Affair of Nelson and Cockburn in Larma-bay—Remarkable coolness of Nelson when his ship was in danger—Nelson in the Minerve engages two Spanish frigates—Narrowly escapes from their fleet—Takes a French privateer—Arrives at Elba—Prepares for evacuation—Leaves it—Returns to Gibraltar—Joins Sir John Jervis—Anecdotes—Captain Martin in the Irresistible, Captain Hollowell in the Lively, with the Minerve, take the Mutine—Sir John Jervis replies to thanks of parliament and Lord-mayor—Promotion of flags—Nelson made a Rear-admiral and K. B.—Sir John Jervis to divert the minds of his men bombards Cadiz—Nelson and Spanish gun-boats—Nelson sent to Teneriffe—Description of that place—He attacks it, and is beat off—Particulars—He is wounded—Bowen killed—Nelson returns home—Official letters—The squadron proceeds to Cadiz—Lord St. Vincent lays his fleet at anchor before Cadiz—Mutiny in some of his ships, which by vigorous measures he quells—Order to Sir William Parker—Continues his attacks on Cadiz—Efficient state of his fleet—Rebuke to the captain of a frigate—Remonstrance to board of ordnance—Dey of Algiers troublesome—Secret order to Captain Thomson—Correspondence—Remarks—Miscellaneous—His opinion to the Marquis de Niza on a question of service.

HAVING mentioned in a former chapter an action between the Minerve and a Spanish frigate, before we relate the particulars we must recur to a little incident which happened a short time before, and which may account for the intimacy which, to the day of his death, subsisted between Nelson and Cockburn. These officers it will be recollected were stationed off the coast of Genoa,

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for the purpose of blockading that and the neighbouring towns: on one occasion a French convoy, loaded with stores for the siege of Mantua, had taken refuge under some batteries in Larma-bay; Nelson ordered Cockburn, in the Maleager, to lead in, as being best acquainted, and drawing the least water: Cockburn ran in as close to the batteries as the depth of water would permit, and commenced action with the armed vessels and forts: Nelson, never happy if any one was nearer to the enemy than himself, wished to get between the Maleager and the shore; for this purpose he luffed in, but Cockburn had left no room for him, and the Agamemnon grounded under the stern of the Maleager. The enterprise still went on exactly the same, and every thing succeeded; the forts were silenced, all the vessels brought out, and the Agamemnon got off without damage. Cockburn, while the ship was aground, went on board to offer his services; he found the Commodore in his cabin writing letters,—a singular trait in the character of that great man; few officers would have had either the nerve or the inclination to be so employed while their ship lay aground under an enemy's battery, and whence it was not quite certain that she could be got off.

Nelson, among his other good qualities, always bestowed praise where it was due, and on this occasion spoke of Cockburn in terms at once flattering and grateful. This affair took place on the 1st of June, 1796, and in July following Sir John Jervis

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placed Captain Cockburn in the Minerve, a frigate of thirty-eight guns, still keeping him attached to Nelson, until separated by the various calls of duty. The Minerve being left to blockade Leghorn, Nelson, as we have before stated, was sent to conduct the evacuation of Bastia. On the arrival of Sir John Jervis at Gibraltar, with his fleet, he sent Cockburn to convey Nelson, with a broad pendant, to superintend the evacuation of Elba. He left Gibraltar on the 14th of December, 1796, with the Blanche of thirty-two guns in company. On the night of the 19th, being off Carthagena, they fell in with two Spanish frigates, the largest of which was brought to action by the Minerve; the Blanche went after the other, which kept up a running fight with her pursuer; the Minerve, more fortunate, soon subdued her antagonist, which, on being boarded, proved to be the Santa Sabina, an eighteen pound frigate of forty guns, commanded by Don Jacobo Steuart. During the action the contending and chasing ships had run close into Carthagena, with the wind dead upon the land; the Spanish captain was therefore no sooner on board the Minerve, than the Sabina was taken in tow; this was scarcely accomplished, when the Minerve was brought to action by another Spanish frigate. The Sabina was instantly cast off, and the Minerve, left to herself, engaged her fresh antagonist for nearly an hour, when the Spaniard, being perfectly silenced, endeavoured to make his escape; the Minerve

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followed with all sail, but as the day broke they found themselves surrounded by the Spanish fleet, of which these frigates were the advance! The last engaged was called La Perla, of thirty-six guns. Nelson and his brave companions now felt themselves in a very different situation to that in which they had been during the night; their prize, but not their honour, was soon in the power of the enemy, who endeavoured to capture the Minerve; and the most strenuous union of coolness and seamanship was required and exerted to save her from falling into their hands. With masts badly wounded, and rigging cut to pieces, every stitch of canvas was crowded on her before the Spaniards were well awake, and passing under the very guns of a three-decker (which fortunately hove-to, to secure the Sabina), got outside of them and ran. Lieutenants Culverhouse and Hardy, first and second of the Minerve, had been sent to conduct the prize into port. These officers were happy to see their vessel, by becoming the object of attraction, afford the Minerve a chance of escape. Two sail of the line and two frigates continued the chase, and for four hours were nearly within gun-shot, but as the breeze freshened the British frigate outsailed them; and though one of the Spanish frigates rather gained ground, she occasionally lowered her studding-sails, to give time to her consorts to come up; in consequence of which, by sun-set, the Minerve was clear of them, having in one night captured one frigate and beat

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another in the presence of the Spanish fleet, and outsailed every ship that attempted to pursue her. She left the Sabina without a foot of mast standing above her decks. The Minerve had seven men killed, forty-four wounded, and twenty-two taken in the prize, and was short of complement before the action began. The Spanish frigate had fourteen killed, and more than forty wounded. Nelson in his public letter speaks of himself with his usual modesty, and of his captain, officers, and men, as they deserved. To Cockburn he presented an elegant gold-hilted sword in commemoration of the action.

The Ceres escaped from the Blanche in spite of every exertion of Captain Darcy Preston, and got into Carthagena. On his way to Elba, the Commodore captured a large French privateer of eighteen guns, and carried her into Porto Ferrajo. Here the damages sustained by the Minerve were repaired, while Nelson was occupied, in conjunction with Lieutenant-general De Burgh, in preparing for the evacuation of the island. Every thing being in readiness, the General refused to embark without orders from England. Nelson having therefore despatched his convoy before him, took on board Sir Gilbert Elliot, the late viceroy, and running down the coast of France and Spain, reconnoitred Toulon, Barcelona, and Carthagena, and arrived at Gibraltar, on the 9th of February, 1797. Sailing thence on the 12th to join Sir John Jervis off Cape St. Vincent, he

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was followed by two Spanish line-of-battle ships, which had been lying at anchor off the Orange-grove, between the Devil's Tongue battery and Algesiras; but fortunately for the hero of the Nile, these ships gave up the chase, and returned to the Straits, while Nelson pursued his way to the Admiral, whom he joined at ten o'clock on the night of the 13th; and having again stumbled upon the Spanish fleet, he corroborated the account of its near approach.

The particulars of that immortal day we have related; but there is one circumstance which we think ought not to be omitted, and which has hitherto escaped our attention.

The Minerve being present in the action, Captain Cockburn saw the Colossus lose her fore-yard; and instantly made sail to offer his services in towing that ship, which Captain Murray declined, and Cockburn then went in search of his friend Nelson, who by this time had taken the San Josef, and the San Nicolas: the Commodore immediately hoisted his broad pendant again in the Minerve, the Captain, his own ship, being disabled, and directed Cockburn to carry him to any efficient British ship in the van, which was the only part of our line at that time engaged; but the signal being made by the Commander-in-chief to discontinue the action, Nelson's intentions were not executed. From these and other instances, which we shall have to relate, we cannot but conclude that Nelson really loved fighting;

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and yet he was seldom in action that he did not receive a wound.

Captain George Martin in the Irresistible, in company with the Emerald of thirty-six guns, gave chase to two Spanish frigates, which ran into Conil-bay, near Cape Trafalgar, where they anchored. After an action of one hour and a half, they struck to our ships, and proved to be the Elena and Ninfa, of thirty-six guns and three hundred and twenty men each, from the Havannah, bound to Cadiz.

The Elena cut her cable, when she struck and ran on shore; she was got off, but so leaky that she could not be kept afloat. Sir John Jervis, in his letter to the Secretary of the admiralty, says, "that the skilfulness in rounding a dangerous reef of rocks, called the Laja de Cape Rocha, a little to the northward of Conil, and the decision in making the attack after the frigates were anchored, displayed one of the most notable actions that ever came under his observation."

The boats of the Lively, Captain Hollowell, and the Minerve, Captain Cockburn, cut out from the bay of Santa Cruz, La Mutine of eighteen guns, and one hundred and forty men: the boats were commanded by Lieutenant Hardy of La Minerve, and the whole affair did him, and those employed under him, the highest honour. The vessel lay lashed alongside of the mole under the protection of the batteries,* and sustained for near an hour a heavy

* See the drawing of the spot where Nelson lost his arm.

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fire of great guns and small arms from the shore, as well as from a large ship which lay in the bay; the Spaniards being perfectly regardless of their friends, so long as they could destroy their enemies. There was little wind, and the boats were obliged to tow her out: she was bound from Brest to the Isle of France, and had put in here for water; the captain and twenty of her men were on shore when she was cut out; Lieutenant Hardy was promoted to the rank of commander, and placed in this vessel, in which we shall soon hear of him again.

While Sir John Jervis lay in the Tagus, he received the thanks of both houses of parliament. To the Speaker of the house of commons he addressed the following answer:

Victory, in the Tagus,
22d March, 1797.

SIR,

To have merited the approbation of the house of commons of Great Britain *twice** in the same war, falls to the lot of few men who hold high commands in his Majesty's fleet: and I beg you will assure the house how highly I prize the great honour I have received, and that I will not fail to convey to the admirals, captains, officers, seamen, marines, and soldiers, under my command, the very honourable testimony the house has been pleased to express of their skill, bravery, and discipline, in the successful action with the fleet of Spain on the 14th of February last.

Permit me to make my best acknowledgments to you, Sir, for the very obliging terms in which you have made this communication; and I have the honour to be,

With great respect, Sir, &c.

The Right Honourable the Speaker of the House of Commons.

J. J.

* Viz. Martinique, and the 14th of February.

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A suitable reply was made to the Lord-chancellor in answer to his Lordship's letter conveying the thanks of the lords: and one from the Lord-mayor of London, intimating the intention of the common council to present him with a sword. To the last he makes the following reply:

The sword they intend to honour me with, I shall prize beyond expression, and be at all times ready to draw in the defence of the rights and privileges of my fellow-citizens; in the list of whom, the flag officers under my command are proud to be enrolled. I have the honour to be

Your Lordship's, &c.

Right Honourable Lord-mayor of London. J. J.

A promotion of flag officers succeeded the battle of Valentine's day, and Nelson became a rear-admiral of the blue. He was cruising off Cadiz with a small squadron, having his broad pendant in the Irresistible, Captain George Martin, when he was joined on the 1st of April by the Admiral, who gave him this intelligence, and conveyed to him at the same time, as a farther reward from his sovereign, the order of the Bath.

In the course of the summer, to employ the minds of the seamen, and divert them from following the mischievous example of the ships in England, particularly at the Nore, Sir John Jervis undertook the bombardment of Cadiz, which he now held under a rigorous blockade. For this purpose he wrote to England for a bomb-vessel, which was

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soon sent out; and Sir Horatio Nelson, who had charge of the in-shore squadron, planned his attacks on the town, to which he gave the greatest annoyance. On the 3d of July the Rear-admiral had made his disposition. The Thunder bomb, covered by the launches and barges of the fleet, was placed near the tower of St. Sebastian's and fired some shells into the town, when an attempt was made to carry her by the gun-boats and the launches of the enemy. The Rear-admiral, who was present in person with his boats, boarded and took two of the enemy's gun-boats, and one of the launches of their ships of war, with the Commandant of the flotilla. In this action eighteen or twenty Spaniards were killed, and the Commandant with many others wounded and made prisoners; many others swam on shore, which proves how very close they must have been during the the contest. The launch of the Ville de Paris was sunk, by a raking shot from one of the enemy's gun-boats; but by the activity of Captain Trowbridge of the Culloden she was weighed and repaired.

The bomb was placed within two thousand five hundred yards of the town of Cadiz, but the action with the boats ended close under the walls. Captains Freemantle and Miller distinguished themselves on this occasion; and Nelson's coxswain, John Sykes, who purposely threw himself in the way, received a blow on his head from a sabre

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which was aimed at his admiral, for which the brave fellow was well and deservedly rewarded. The Admiral and those with him were personally engaged hand to hand with the Spaniards, and Don Miguel Tyrason, the commander of the flotilla, in his barge, laid himself alongside of that of Nelson; who says "that his resistance was such as did honour to a brave man:" and that out of twenty-six men in his boat, eighteen were killed, and himself with all the rest wounded."

On the 5th of July, Nelson attacked them again with an additional force, consisting of the Thunderer, Terror, and Strombolo, bombs, covered by Captain Miller in the Theseus, Captain Bowen of the Terpsichore, and Captain Waller of the Emerald. The bombardment seemed to have a considerable effect upon the town, and amongst the shipping; and ten sail of the line, with the flags of Gravina and Mazarado, were forced to warp up the harbour out of the reach of the shells.

Our loss in this affair, as well as the preceding one, was but trifling.

The Spaniards in Cadiz not appearing very desirous of again trying the fortune of war, the Admiral made use of the leisure allowed him to send a small expedition against Teneriffe, one of the Canary islands: the command of this was intrusted to Nelson. The ships under his orders were of his own choosing, and shewed his discernment; they were as follow: viz.

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Ships.	*Guns.*	*Commanders.*
Theseus	74	Captain Miller, Nelson's flag-ship
Zealous	74	Captain Hood
Culloden	74	——— Trowbridge
Seahorse	38	——— Freemantle
Emerald	36	——— Waller
Terpsichore	32	——— Bowen
Fox (1st) cutter		Lieutenant Gibson
Leander	50 (added.)	

This squadron parted company with the fleet off Cadiz on the 15th of July; and arrived at Teneriffe about the 19th.

Of all the places which ever came under our inspection, none we conceive is more invulnerable to attack, or more easily defended, than Teneriffe. The island, like most of its neighbours, is a volcanic production, consisting of mountains, ravines, rocks, and precipices. The bay of Santa Cruz affords no shelter for shipping; the shore is nearly a right line, and the bank so steep that no anchorage can be found beyond the distance of half a mile, and that in forty-five fathoms water; the beach, from north to south, is one continued series of broken masses of loose rock, and round smooth stones, either rendered so by friction, or slippery from sea-weed; on this a perpetual surf breaks, rendering the landing at all times difficult, except at the mole or pier of Santa Cruz. To these obstacles there is another, which Nelson experienced in its fullest force.—Teneriffe, like all other mountainous countries, is liable to calms, sudden squalls,

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and violent gusts of wind, which rushing down the ravines, frequently take a ship's topmasts over the side without a moment's warning. Such was the place which Nelson was going to attack with one thousand men, for his ships could be of little use; and dastardly must that people be who would have surrendered to thrice that number of the best troops in the world. The plan was, however, laid, under a supposition that the Spaniards would have conducted themselves on this, as they had done on other occasions.

Nelson proposed, by landing to the northward, to make themselves masters of a fort within gun-shot of the town, and then send a summons to the Governor. This plan was rendered abortive by the frigates meeting with a gale of wind in the offing, and with a calm and a strong and contrary current in shore, and day-break surprised them before they could effect their purpose.

Trowbridge and Bowen, with Captain Oldfield of the marines, were intrusted with this part of the enterprise; we may therefore be assured that it failed only from insurmountable causes.

Consulting again with Nelson it was determined to obtain possession of the heights above the fort, in which had they succeeded, little advantage would have been gained without artillery, which they could not have carried with them, and would not have found there. The men however were landed, and the ships of the line stood in to batter the forts, but calms prevented their gaining a po-

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sition nearer than three miles, and the men were re-embarked.

On the 24th of July another attack was made. He anchored his ships about two miles north of the town, as if intending to land there, but this was a feint: the whole force had assembled alongside of the Seahorse, where Nelson made his final arrangements, and at eleven at night pulled in for the shore in six divisions, conducted by the respective captains of the squadron; Freemantle and Bowen remained with Nelson.

The mole head was the great rendezvous; here they were to land and proceed to the Prado. At half past one, being close in shore, they were discovered by the enemy, when Nelson directed the boats to separate to their respective points of attack, and giving a hearty cheer they pushed in for the landing place.

The Spaniards were prepared, and received them with a heavy fire of great guns and musketry. The night was dark, the surf high, and the beach, as we have described, so rough, that in the clearest day no boat could have landed with dry ammunition. The current swept many of them to leeward of the mole, and unable to find it they landed where they could, their boats were stove, and their powder destroyed.

Nelson's, Thompson's, Bowen's, and some other boats, found the mole head, landed, and took it: but here their work had only began; a high wall and palisade impeded their advance, while a heavy

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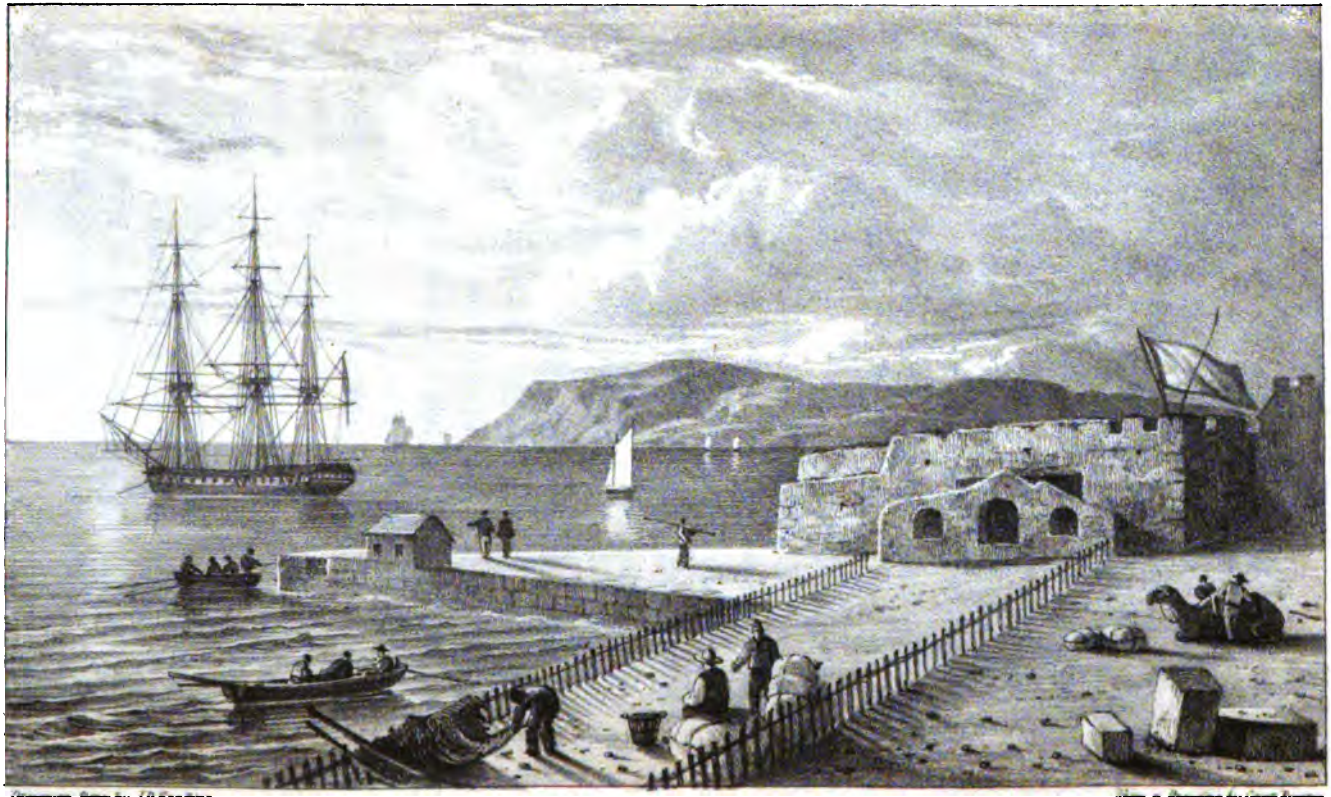

THE MOLE, SANTA CRUZ.
Where Nelson lost his Arm

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battery plied them with round, grape, and musketry: here was the great slaughter of our men. As Nelson stepped out of his boat a shot struck the steps, but whether that or a splinter of the stone struck his arm seems doubtful; at Teneriffe the Author was assured it was the latter. The wounded hero was supported by his son-in-law, the present Captain Josiah Nisbet, and to his attention probably owed his life; a boat's crew was instantly collected, and they pulled off to the nearest ship of war. As they rowed mournfully along in the dark and squally night, a horrid shriek proceeded from the Fox cutter, which having received a shot in her side, instantly sunk, and with her ninety-seven seamen and marines. The boat in which Nelson lay flew to their assistance, and was instrumental in saving many. Coming at length alongside the Seahorse, Nelson refused to be taken on board, lest, as he said, he should alarm Mrs. Freemantle, whose husband was still on shore, and his fate unknown: bleeding, and suffering that agony of pain, which in half an hour succeeds the infliction of a gun-shot wound, the hero was taken to the Theseus, where he walked up the side without assistance, and immediately ordered the surgeon to prepare his instruments and perform the amputation.

In the mean while Trowbridge with his party having missed the mole, landed to leeward, and was more fortunate than his brethren: he got immediately under the battery on the south side

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of the town; Waller of the Emerald was with him; some of the boats put back, others instantly filled and were stove against the rocks. Trowbridge and his few followers pushed in towards the square, hoping to find the Admiral and their companions, but having lost their ladders they could advance no farther: a serjeant being sent to summon the citadel was detained, and Trowbridge, uncertain what steps to take, sought a junction with Hood and Miller, who had landed still farther to the southward. At day-light they had collected about three hundred seamen and marines, all the survivors of those who had landed; and having taken a little ammunition from some Spaniards, they boldly marched on to the citadel. The streets were all well guarded with field-pieces, and the Spaniards appeared determined to defend themselves. Never was an assailing enemy in a more forlorn condition: they had a fortress before them whose walls were to them insurmountable, defended by a numerous garrison with heavy cannon; against these he had nothing to oppose but the daring countenances of himself and his brave followers; he had neither artillery, scaling ladders, ammunition, nor provisions; and most of the boats being stove, he could neither retreat nor receive reinforcements from the ships.

Trowbridge, second only to Nelson in presence of mind and resources, resolved to make the best terms in his power. He therefore sent Hood with a flag of truce to the Governor, to say, that if the

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Spaniards attempted to advance he would set fire to the town: this threat perhaps the Governor well knew he could not execute, the houses being built of stone, and, in the Spanish or Moorish custom, secured with iron bars, like those of Cadiz or Buenos Ayres. The terms proposed were however wisely and generously accepted, and the British troops were allowed to re-embark with all their arms, and their own boats if they could be saved, if not, boats were to be furnished by the Spaniards; the British engaging not to molest the town, or any of the Canary islands; all prisoners on both sides to be given up.

The Spanish Governor generously received the wounded English into the hospital, presented all the people with as much food as they could require, and permitted the ships to have free intercourse with the shore, and purchase whatever they chose in the markets. In all our intercourse with the Spaniards, either in Europe or in their colonies, we have experienced both in peace and war the kindest treatment from them. They are certainly great admirers of the English character. Whenever they are the enemies of Great Britain it is not from national ill-will, but from the ambition or covetousness of a few individuals. "It is the interest of Spain," says the Earl of St. Vincent, "to be the ally of England." The name of the Spanish governor of Teneriffe was Don Juan Antonio Gutierrez. Mr. Bernardo Callagon, a youth born in Spain of Irish parents, stripped

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himself of his shirt to make bandages for the wounded Englishmen. Our loss amounted to two hundred and fifty killed, wounded, and drowned; but the national loss was Bowen. This is the officer whom we introduced to our readers in the history of the West Indies, when lieutenant of the Boyne, boarding a French frigate in the carenage of Martinique, and whom we have seen, while captain of the Terpsichore, take a Spanish and a French frigate in separate actions off Malaga and Cape St. Vincent. He was brother to the present Commissioner Bowen, who was master of the Queen Charlotte with Lord Howe.

Nelson returned to England in the Seahorse, and in November was perfectly cured of his wound; he had now lost an arm and an eye in the service of his country.

The following is the official letter which he addressed to the Earl of St. Vincent, of whose advancement to the peerage Nelson was at that time ignorant.

Theseus, Santa Cruz;
July 27, 1797.

SIR,

In obedience to your orders to make a vigorous attack on the town of Santa Cruz in the island of Teneriffe, I directed a thousand men, seamen and marines, to be prepared for landing, under the command of Captain Trowbridge of the Culloden, and Captains Hood, Thompson, Freemantle, Bowen, Miller, and Waller, who very handsomely volunteered their services; and although I am under the painful necessity of acquainting you that we have not been able to succeed in the attack, yet it is my duty to state that I believe more daring intrepidity was never shewn, than by the captains, officers, and men, you did me the honour to place under my command. Enclosed I trans-

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mit a list of killed and wounded, and among the first it is with the deepest sorrow I have to place the name of Captain Richard Bowen of the Terpsichore, than whom a more enterprising, able, and gallant officer, does not grace his Majesty's naval service.

I have the honour to be, &c. &c.

HORATIO NELSON.

To Sir John Jervis, K. B. admiral of the blue, and commander-in-chief, &c. &c.

The officers wounded were, besides Nelson, the Captains Thompson and Freemantle, but neither of them severely.

The squadron under the command of Trowbridge rejoined the fleet before Cadiz. This place the Admiral held in the strictest blockade: his fleet was anchored before the port at the distance of about five miles from the light-house, in sandy bottom. In this situation he rode out many a heavy gale of wind from the westward, with a tremendous sea running in upon the coast: this we believe to have been the first instance of the kind ever attempted. The new school of naval science seems to have discovered that three cables an end on one anchor, will ride a ship longer than three cables on three anchors; the chain cables of modern invention promise more security to shipping than any discovery since that of the anchor in its present form: hemp cables we have seen to part, and have often witnessed the distress of a British fleet in Torbay, in Basque-roads, or off the Texel. Rocky ground by means of chain cables is rendered harmless, if the anchor can be lowered into its bed; but in any event there is more safety in the chain than the hemp, though much greater difficulty at-

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tends lifting the anchor with the former than the latter, particularly if the water be deep. The next question to consider is, how far the bits and hooden ends of the ship will sustain the weight and pressure which would be occasioned by the resistance of an iron cable.

The mutiny which had in the spring begun at Spithead, and had blazed with so much fury during the month of June in the North Seas, reached the fleet off Cadiz in July. Knowing the character of their chief, the seamen were extremely cautious in their first movements, which began on board the St. George, Defence, and Emerald: but here its progress was arrested by skill and determination, which saved the fleet, and after two or three examples prevented a repetition of those dreadful executions, disgusting to humanity, disgraceful to the service, and injurious to the best interests of the country.

The bad spirit against which he had to contend had made great but silent progress, but the explosion was not general, being chiefly confined to the instances just mentioned: these were quickly repressed, and the ringleaders brought to a court-martial; three of them were condemned to suffer death, and sentence ordered to be carried into effect on board the St. George of ninety-eight guns, as a ship most remarkable for turbulence in her crew.

When the prisoners were brought on board for the purpose, the ship's company drew up a re-

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monstrance against its being carried into execution on board that ship, and also begged that the culprits might be pardoned, and requested Captain Peard to intercede in their favour; the Captain lost no time in laying the petition and remonstrance before the Commander-in-chief.

The answer of the Admiral was, that he considered the sentence on the mutineers as founded on solid justice and imperious necessity, and was resolved that it should be carried into execution; this being made known to the crew of the St. George, strong symptoms of discontent were observed among them; but their motions were so well watched by the captain and officers, that their plan to seize the ship, depose their officers, and liberate the criminals, was very soon discovered. The period of their rising was fixed for the night previous to the intended execution.

Captain Peard seeing the people assemble in a tumultuous manner on the main-deck, informed them that he was aware of their intentions, and commanded them to disperse; but finding they were not disposed to obey, he boldly seized one of the leaders, and Mr. Hatley, the first lieutenant, took another, dragged them out from among their companions, and confined them in irons. This decisive measure immediately restored order, and brought the mutinous crew to a sense of their duty. The three men before condemned were hanged the next morning at the fore-yard-arm of the St. George. A general order the night before

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commanded the attendance of two boats from each ship of the fleet, well manned and armed, with two marines in each; the crew of the St. George alone to man the yard-ropes, and none of the people from other ships to assist, as is customary on ordinary occasions; this was done to mark the opinion the Commander-in-chief entertained of the loyalty of the fleet, and of the infamous conduct of the crew of the St. George. On the 7th and 8th of July the two men belonging to that ship were tried, and sentenced to suffer death, and were executed on the 9th on board of her. Mr. Hatley, the first lieutenant, was promoted to the rank of commander for his good conduct.

This prompt and well-timed severity, though productive of the most salutary effects, did not entirely subdue the contagion which had infected the seamen before Cadiz. The Defence of seventy-four guns, and the Emerald frigate, were particularly distinguished for daring acts of insubordination: the boatswain of the latter recommended the crew to take the ship into Cadiz, for which he was tried, condemned, and executed, on board his own ship. The mutineers of the Defence were also brought to a court-martial, and received sentence of death. The energy displayed by the Earl of St. Vincent on this occasion did him great honour, and his order to Sir William Parker will best shew the determination with which he met the danger. It was as follows:—

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[Secret.]

SIR,

It being necessary to take every precaution against any attempt to delay or defeat the carrying of the sentence of the court-martial into execution on board the Defence this morning, I have ordered all the launches in the fleet fitted with carronades to have them mounted, and to hold them in readiness at a moment's warning; and should any resistance be made to carry the sentence of the law into execution (of which immediate notice will be given to you), it is my directions that you assume the command of them, taking the captains of your division in their barges to your assistance, and that you fire into that part of his Majesty's ship Defence where the persons resisting or opposing obedience to lawful commands may dispose of themselves, and continue your fire until they submit.

ST. VINCENT.

To Sir William Parker, bart.
rear-admiral, &c.

With these precautions the execution took place very quietly, and the whole fleet was restored to a state of sound discipline. The firmness and temper of the Admiral gave him the most perfect command of his ships at a time when the discipline of other divisions was extremely doubtful: in less masterly hands than his the fleet before Cadiz might have been induced to relieve itself from the rigour of a long blockade, by running into an enemy's port, or returning to England to "redress its grievances," giving an advantage to our adversary which we should in all probability never have recovered. Instead however of allowing his country to be disgraced and ruined by such proceedings, the undaunted chief turned the ardour of his men to the honour of England and the discomfiture

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of her foes. He saw that while the ships lay inactively at anchor before the port, the sailors, for want of some object to employ their attention, would brood over the late acts of severity, and if compelled to perform their duty, would do it without heart or cheerfulness. He therefore caused the boats from all the ships of the fleet, well manned and armed, to be divided in three parts, each taking its turn, under the command of a lieutenant of the flag-ship, to row guard during the night, under the very walls of the garrison; while the bomb vessel, mortar boats, and launches, with heavy carronades, kept up a constant fire on the place, and the unhappy Spaniards were made to feel the effects and deplore the consequences of a mutiny in the British fleet. It happened that on one of these occasions that the launch of the Princess Royal was boarded and taken by the Spanish gun-boats, who made a spirited sortie from the harbour, and bore away their prize in triumph; this happened when only one division of guard-boats was in shore, under the command of a lieutenant of the Ville de Paris. It led to very unpleasant consequences in the fleet, and occasioned a severe rebuke in public orders to the officers, by whose neglect it was supposed to have been occasioned.

At a subsequent period, when blockading the port of Brest, having some remains of the mutiny to contend with, we have known, on a Sunday morning, one part of his fleet to be in action with the enemy's

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batteries, and cutting off their coasting trade, another has been a little farther from the shore carrying the sentence of death into execution, while the third was attending to divine service in the offing. Nor did this great and valuable officer, when supporting his own authority, and the discipline of the navy, for his country's good, ever forget the real interest or comforts of the seamen committed to his care: equally mindful to obtain for the officers and men every indulgence compatible with the great object in view, while employed before Cadiz, fresh beef, vegetables, and fruit, were procured at any expense from the coast of Barbary; their letters were forwarded with the least possible delay; the cleanliness of the ships was never carried to a greater degree of nicety; a regular sick birth was first established, and proper apartments in each ship were appropriated to the reception of the sick, who received the utmost care and attention that medical aid and kind treatment could afford; and the surprising fact, that his sick list in the whole fleet, after being ten months at sea, did not amount to more than fifty men, sufficiently proves the good effect of his system.

Every encouragement was given to merit; none were preferred from any class but such as would bring the most undeniable testimonies of good conduct, and never by any admiral were powerful recommendations at home less regarded: and whether we look at his fleet at an anchor, under sail, in the line, or in action with double his force, we are

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alike surprised and elated. Wherever the Admiral had the smallest reason to think that a ship's crew was discontented, he quickly inquired into the circumstances, removed the cause if any existed, and not unfrequently at an hour's notice, draughted the whole crew into different ships, and thus by separating a set of men who had combined together for mischievous purposes, disconcerted their plans before they were ripe for execution.

When the mutiny took place on board the * * * *, she was ordered to Lisbon, and on her arrival Lord St. Vincent sent the boats of the fleet alongside, with an order to the Captain to send one half of his ship's company to one ship, and the other half to another; after which she was filled up by a sort of subscription from the fleet, and certainly not of the best men,—a proper rebuke for an officer that cannot keep his ship in order without external aid.

Generally speaking, the spirit of mutiny was on the decline throughout the navy; but partial disturbances continually occurred both at home and abroad: these were met with that firmness and resolution of which we have already shewn the salutary effects; and the example set before the port of Cadiz was approved and followed by every good officer in the British navy.

The captain of a frigate lying at Gibraltar complained to him by letter, that the Governor had withdrawn some soldiers that were serving in his ship as marines: the Admiral replied, "I should

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have had a better opinion of you if you had not sent me a crying letter; there are men enough to begot at Gibraltar, and you and your officers would have been much better employed in picking them up than lying on your backs and roaring like so many bull calves."

To the board of ordnance he wrote a strong remonstrance on their stopping a captain's accounts for having fired a salute by his Lordship's command. This was an old grievance in the navy: so falsely economical was the government of its powder, that sufficient quantity was not allowed to exercise the people at the great guns. This abuse was soon after remedied, and the service was greatly improved by the permission to use powder in all cases of exercise, at the discretion of the captain, for which however he was to consider himself accountable.

The Dey of Algiers having shewn some symptoms of hostility, the Admiral sent Captain Thompson, in the Leander, with a small squadron before that city, giving him the following clear and decided orders. His Highness was in consequence induced to alter his conduct, and harmony was restored.

By the Earl of ST. VINCENT, K.B. admiral of the blue, &c. &c. &c.

[Most secret and confidential.]

Whereas Mr. Master, his Majesty's consul-general at Algiers, has represented to me, that his Highness the Dey has made the most extravagant, unjust, and inadmissible demands upon the government of Great Britain, intermixed with unfriendly expres-

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sions even to menaces of hostility, if he does not obtain the sums of money he has laid claim to early in the ensuing year.

You are hereby required and directed to appear before Algiers in the Leander, accompanied by the Hamadryad, and one of the largest sloops of war under your orders, and endeavour to have an interview with Mr. Consul Master, and concert the proper measures to be pursued that his situation may require, whether to have an audience of the Dey, and explain with firmness the unreasonableness of his demands, and the exposure of his trade and marine to utter annihilation, if he is rash enough to commit the most trifling act of hostility against the persons or property of his Majesty's subjects; to expose the arts and intrigues of the Spanish and French agents, and Jewish merchants who conduct the trade of Algiers, or to embark Mr. and Mrs. Master, their suite and baggage, with any British subjects, and their property, who may wish to make their retreat.

In your conferences with the Dey it will be absolutely necessary to preserve your temper, although he should shew the most violent and indecent passion, but not to give way to the absurd positions he may lay down, or to admit that his Majesty's ships have, on any occasion, committed a breach of neutrality; and finding all remonstrances ineffectual, and that his Highness persists in his exorbitant demands, and carries the threats notified to the Consul-general into execution, by offering any insult to his Majesty's flag, or other flagrant violation of the treaties subsisting between the two countries; you are to make known to his Highness that from the instant such an act of hostility shall be committed by his orders, the war will be declared between Great Britain and Algiers; and that you have my instructions to punish the temerity and injustice of his Highness, by seizing, burning, sinking, or otherwise destroying, all ships and vessels bearing the Algerine flag, and to block up the ports of his Highness, and to cut off all commerce and navigation between them and the ports of other nations, and having fulfilled the object of your mission, you are to lose no time in communicating to Lieutenant-general O'Hara, governor of Gibraltar, and to me, the event thereof, by despatching the sloop of war for that purpose.

Given on board the Ville de Paris,
in the Tagus, Nov. 16, 1797.

ST. VINCENT.

To Captain Thomas B. Thompson, Leander.

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While lying in the Tagus, during the winter months of December, 1797, and January, 1798, we find him in active correspondence with many public characters in England, and among the friendly powers on the continent, as well as with the princes of Africa. We give only such extracts as are found exactly pertinent to the subject before us, illustrative at once of the character of the Admiral, and the manners and customs of the times.

By the treaty of Lagos-bay the Spanish prisoners, taken on the 14th of February, were all landed upon conditions of not serving again until regularly exchanged; but it appears from the following letter that the Spanish government was quite regardless of this compact.

To the Honourable HORACE WALPOLE.

The correspondence between Don Juan de Mazerado and myself, on the subject of the Spanish prisoners landed at Lagos, is I hope now closed. I send you a copy of his letter, with my answer thereto. It is evident that Spanish faith will soon be as proverbially base and perfidious, as Punic of old, or Corsican in modern days; for the prisoners taken both at Trinidada, and on the 14th of February, are now serving in the fleet; the Lord have mercy upon them should they fall into my hands, for I shall shew them none.

ST. VINCENT.

On the 24th of October, 1797, Capt. Hollowell was sent in the Swiftsure, with a small squadron to cruise off the Canary Islands, to intercept a Dutch squadron supposed to be passing near them.

On the 31st, Sir John Orde was sent with a squadron of six sail of the line, to relieve Commodore Collingwood, off Cadiz. At this time we had

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no trade passing the Straits of Gibraltar, and very little communication with the eastern part of the Mediterranean.

On the 14th of December, Sir William Parker was sent off Cadiz, with three sail of the line, to relieve such ships of Sir John Orde's squadron as might require returning into port. Sir John Orde went to Lisbon, and returned to Cadiz on the 28th of February, 1798.

On the 23d of March, Sir William Parker was again off Cadiz.

On the 2d of May, we find Nelson ordered to take the Vanguard, Orion, and Alexander, seventy-fours; Caroline, Flora, Emerald, Terpsichore, frigates, and Bonne Citoyenne sloop, under his orders, and proceed with convoy to Gibraltar; after having left that place to open his sealed orders: these were to watch the French fleet in Toulon.

A squadron was sent to watch Algiers, and another on the coasts of Catalonia and Valentia. The Portuguese squadron being placed under his command, he begs it may lie in Gibraltar-bay till farther orders, or cruise in the Straits.

To Sir Horace Walpole he says, "The ways of the court of Portugal will be the death of me, if not relieved in my command, which I have prayed for. The councils of Spain are under the same baneful influence as before the resignation of the Prince of Peace; for though passive in war against us, they obey every other mandate of Truguet, the French admiral. Nelson, watching

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the French off Toulon, sends word that they have embarked horses, a sure indication that they are not going far."

On the 11th of May, he sent orders to Nelson to rejoin him at Gibraltar, having received instructions from home to concentrate his whole force for some important movement.

On the 12th, ten sail of the line in the fleet off Cadiz were ordered to be victualled for six months, and every care taken that no species of stores should be wanting.

The Portuguese government, faithful to its treaties with Great Britain, ordered five sail of the line to join the Earl of St. Vincent, and requested his Lordship would name the officer who should command them; Lord St. Vincent recommended the Marquis de Niza: this squadron joined and acted under Nelson's orders at the blockade of Malta. The Portuguese, notwithstanding this, concluded a treaty of peace with the French republic.

To Consul Gregory he says, speaking on the same subject, "Since the Principe de la Paz (Godoy) has begun to scold, I am become doubtful of his sex: does his Highness imagine that an unprovoked, impolitic, and monstrously unjust war on the part of Spain, will be carried on by me in making unmeaning complaints; if he does he is very much mistaken." Notwithstanding this his Lordship never lost an opportunity of conciliating the good-will of the Spaniards: he had a very great

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esteem for Juan de Mazerado, the Spanish admiral, to whom he wrote as follows: "The new signature with which I subscribe myself, by the grace of my royal master, makes no alteration in the esteem and regard with which I have the honour to be, &c.

ST. VINCENT."

Mazerado wrote to acquaint him, that the plague had broken out in Corsica, for which information his Lordship thanked him, and concluded by saying, "I do assure you the sentiments of humanity, which reign in the breasts of officers I have the honour of being opposed to, relieve my mind from the horrors attendant on a state of warfare."

On the 28th of January, he writes to Don Rodrigo de Souza, bearing high testimony of the gallantry of the Spanish captain of the Orienté, in the late engagement.

On the 11th of February, 1798, the Spanish fleet put to sea, and drove off Sir William Parker, with his squadron of six sail of the line. Lord St. Vincent followed them as soon as he heard of it, but they returned to Cadiz before he could get sight of them. Their object was to break up the blockade.

On the 6th of March, he made a strong representation to the Honourable Horace Walpole on the partiality of the court of Portugal to the French, in permitting them to sell prizes in the

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Tagus, and demanding, as a right, that our ships might be admitted to the same privileges.

In September he met with a vexatious and serious loss in his despatches, by the following accident:—The vessel was suddenly boarded by a Portuguese frigate, and the officer having charge of the despatches, supposing it an enemy, rushed to the taffrail, where they were slung with weights, and cut them away; after they had sunk he found his mistake.

To the Marquis de Niza, rear-admiral of Portugal, he says, "If I understood our friend de Chastenet right, you wish to have my opinion, whether it is consistent with your rank, as a flag-officer, to be employed in the ship on board of which your flag is hoisted, accompanied by a brig-corvette, on a cruise against the enemy's privateers? and being at all times desirous to obey your commands, I do not hesitate to declare that I think it highly derogatory to your rank to be so employed. I never heard of an admiral *cruising* with a ship and a sloop of war on any occasion."

The affairs of the Mediterranean, in the spring of the year 1798, began to assume a scope of action hitherto unknown and unconceived in the history of the world.

Never in any former war did France embark an army of such magnitude as that about to sail from Toulon, for the invasion of Egypt,—never was an army led by such able chiefs, so well supplied with every article necessary for its progress to-

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wards the great and ultimate object, the invasion of India—never was an army so well escorted by its maritime auxiliaries; and the destruction of Pharaoh and his host in the Red Sea was scarcely more complete than that of the fleets and the legions of France in Egypt, under the command of Admiral Bruies and Napoleon Bonaparte.

Before we proceed to give our readers an account of that wonderful campaign, and all its glories and its horrors, we must call their attention to the debates in the British parliament, by which they will be enabled to judge whether the ambition of the directory, or the counsels of Mr. Pitt, were most instrumental in the continuance of these multiplied instances of human sacrifice,—whether they were to gratify the ambition of France, or to secure the safety of the British empire.

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CHAP. XI.

Unprincipled conduct of the directory—Recall of Mr. Wickham—Debates in parliament on negotiations—Loss of the Colossus in St. Mary's sound—Proposals for making Scilly and Falmouth naval depôts—Capture and loss of La Chérie—Reflections on French corvettes—Various captures—Loss of the Pallas in Plymouth-sound—Capture of the Hercule, by the Mars—Attack on islands of Marcou by French flotilla—Escape of Sir Sydney Smith—Success of Sir Francis Laforey—Capture of the Seine—Loss of the Pique—Lieutenant Shortland in boats of Melpomene—Butterfield in the Hazard takes Neptune—French frigates land troops in Killala-bay, and are defeated—Miscellaneous—United Irishmen—Shocking execution of a mutineer—Establishment of sea-fencibles.

While the unprincipled directory put forth in the preceding year the grossest calumnies and most shameful falsehoods against the British government, it endeavoured by those insidious arts, of which we have had ample experience, to sow dissensions between the King and his people; and openly avowing a determination to invade England and Ireland, declared, in very confident terms, that it would find numerous supporters in both countries. The rupture of the negotiations with Lord Malmesbury may reasonably be referred to the hopes entertained by the directory, that an early and vigorous campaign would produce results far more beneficial to the cause of France than any thing they could obtain by a conference at Lisle. Projects of every description were spoken

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of by which they were to cross the Channel: but the King was strong in the affections of his people, and by his firmness and their valour he deterred the enemy from the hazardous enterprise.

Defeated on the ocean, the directory, by way of revenge, commanded the Swiss cantons to dismiss Mr. Wickham, the English envoy, from their country: this the unfortunate people wished to evade, but the French were inexorable; and the King of Great Britain, seeing the unpleasant dilemma in which they were placed by the arbitrary power of France, recalled his minister with a kind and friendly assurance to the Helvetic republic, that no hostility was intended towards them.

France, guided by far different views and motives, entered the Pays de Vaud in December, 1797, with a large army; while her emissaries were busily employed in sowing dissensions among the people, and instigating them to those acts which were intended to justify the cruel invasion. All succeeded beyond their most sanguine expectations: the virtuous and patriotic Swiss, under the command of General Erlach, were defeated and cut in pieces. The last stand made by this brave nation for its liberty was under the walls of Berne, where the patriots contended till the death of their leaders, and most of the noble youth of the country left the dear-bought victory to France; whose armies, fighting under the standard and pretence of freedom, were its only enemies. The gallant Steiguar fell on this occasion, determined, as he

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said, not to survive the liberties of his country; which, under the specious and flattering title of the Cisalpine Republic, became a department of France.

Before the consummation of this sacrifice of liberty to tyranny, seventeen towns, and upwards of one hundred villages, in the once happy Switzerland, were given up to flames, pillage, and massacre; the trammels of military despotism were firmly rivetted on the necks of the descendants of William Tell; freedom, driven from her last abode on the continent, found her only refuge in England, now become "the sheet anchor of liberty."

France, insatiable in proportion to the gratification of her desires, extended her conquests until her glory, like the circles on the water, "vanished on the horizon," and the affrighted nations, whom she had chased to the walls of Moscow, returned and encamped in the Champs Elysée.

Austria, lately tranquillized by the treaty of Campo Formio, was once more roused to arms, and combined with England and Russia in the war of self-preservation. Portugal, our still remaining faithful ally, excited, by her partiality to Britain, the hatred and vengeance of France, who demanded of Spain a passage for an army into that country, in order to drive out the "ferocious English." This demand Spain, if she felt the inclination, had not the power to refuse, and the result proved disastrous to all the powers concerned either in the attack or defence of Lusitania.

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On the meeting of parliament important debates ensued on the subject of the negotiations at Lisle. The language and arguments used by some of the noble and honourable members, form the best commentary on the political state of Europe at that period. The principal speakers were men of the first talent in the British senate, and the whole transaction received the clearest elucidation from the ministers and opposition. When the rage of party spirit and national animosity has subsided, we think it will be admitted, that the French government under the directory were neither desirous of peace, nor had any intention of adhering to the terms had it been concluded.

Mr. Fox had, at this time, in consequence of the repeated defeats which himself and his party had sustained, retired from parliament without *vacating* his seat. Some members of the lords adopted the same course, and the Marquis of Lansdowne intimated his intention of following their example. Fully admitting the cogency of argument adduced by the opposition, and the imperious necessity there was for making peace if it could have been obtained, yet we are convinced that it was at that period unattainable upon any other terms than an unconditional surrender of our maritime rights.

The address, in answer to the speech from the throne, was moved for in the house of commons by Mr. Wilbraham Bootle. "The restoration of tranquillity, and of uninterrupted commerce," he said, "were objects of as much importance to the

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sovereign as to the subjects of a commercial country. The sincerity with which the negotiation at Lisle had been entered into, on the part of the British government, was, therefore, not to be doubted. Since the revolution of last September, the executive directory had taken no pains to conceal their intentions of continuing hostilities. In order to remove the possibility of doubt upon this subject, the revolution had no sooner taken place, than they took the negotiation out of the hands to which it had been intrusted, and sent creatures of their own to Lisle, charged with pacific professions, but with express orders to break off the negotiation, or at least, to advance propositions which had been before rejected and abandoned, and which they well knew could not be accepted. As it must be evident, that the restoration of peace could not be attained by any relaxation of efforts on our part; and as the continuance of the calamities of war seemed to be for a time unavoidable, we should consider the situation in which we stood, with respect to the means of carrying it on. Upon looking only to the events of the three last years, we should find ample subjects of triumph and exultation. We had swelled the list of our prizes to a degree unheard of in former wars: we had ruined or crippled the navy of the enemy: we had kept possession of the sea against three formidable allied powers: we had blockaded their ports, while superior fleets within them lay mouldering from inaction. And when, at last, the

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menaces and reproaches of the indignant countrymen had forced them reluctantly to battle, the result had invariably been what we had expected Among the innumerable good effects arising from the late victory, obtained by the fleet under the command of Admiral Lord Duncan, was one perhaps of more real importance and incalculable advantage than any by which our arms had hitherto been distinguished—it had tended to restore the confidence of the nation to a quarter whence it had lately been withheld; it had shewn to the world, that, though the spirit of British seamen might have been for a time directed to improper objects, and misled by the artifices of designing men, yet, when necessity required, and their duty called for the exertion, it would fall with ten-fold vengeance on the enemies of their country. Mr. Bootle, in conclusion, trusted that the house would be unanimous in their vote of that day. It was of material consequence in the eyes of the nation, and of foreign powers, that they should be so." The motion for the address was seconded by Mr. William Drummond, who, among a variety of considerations, urged with great perspicuity and animation, that "it was some consolation to Englishmen, if the evils of war must still continue, if greater treasures must yet be expended, and if more blood must yet flow, that the blame was not imputable to them, but solely to the insatiable ambition of their enemies—enemies, who had so often, and so ostentatiously, professed the love of peace; but who had never-

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theless so uniformly, so invariably, and so systematically, persevered in the practice of war. If this enemy, continuing their exorbitant demands, and denying the respect which we had always claimed, and always received, from other nations, refuse to grant us peace on fair terms, let our union be the signal to our foes, that we will resist their aggression on our national independence, with all the zeal, all the energy, and all the perseverance, which the love of justice, the love of liberty, and the love of our country, can inspire."

Mr. Bryan Edwards cordially assented to that part of the address which related to the late glorious victory obtained by our fleet, under the command of the gallant Admiral Lord Duncan, over that of Holland. "But how feeble the consolation that a single victory can supply! the triumph of an hour;—a triumph dearly bought—a triumph which may, perhaps, have disconcerted a hostile expedition, but has certainly thinned the ranks of our gallant defenders. Amidst the rejoicing for such a display of our naval superiority, what sort of heart must that be which reflects without sorrow on the havoc of that day? which, without regret and horror, reads the bloody detail in the Gazette—that register of a slaughter-house—that muster-roll of death? Two hundred millions of money have been the waste of four years, and two hundred thousand, the number of lives lost: and now, at the end of this frightful, irreparable loss, what does the King's speech hold out to us? Does

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it hold out the effectual relief of our burdens? No! Does it hold out the promise of *indemnity for the past, and security for the future?* No. Does it hold out peace? No—no such thing, but the reverse. It promises a renewal of the waste and devastation we all lament, or have cause to lament. It menaces us with more carnage and slaughter, with new scenes of blood, with more tears, more sighs, more, and perhaps deeper, groans of widows and orphans. But some gentleman will say, 'Why this mournful recital? What useful end can it serve to draw this gloomy picture? Have not efforts been made to obtain a peace?' To this, Sir, I shall answer, that I am sure efforts suitable to the occasion have not been made; efforts founded in sincerity, and breathing a true spirit of peace. The terms which the French would have granted, on the first mission of Lord Malmesbury to Paris, and which the minister then refused, were such as he would now gladly accept, but which they now decline to give. The French would have granted peace on condition of holding what they then had; but the minister would be contented with nothing short of the restitution of Belgium; and the safety of England was sacrificed to the interest of the Emperor.—Mr. Edwards, for his part, was persuaded that it would have been a happy circumstance if Lord Malmesbury had been empowered, at the onset, to make the restitution desired by France. It had been stated by Sir Francis Baring, whose acquaint-

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ance with the British interests in India was undoubted, that the Cape of Good Hope, instead of being *an advantage, would be a burden:* he had also stated, and Mr. Edwards was sure that he stated no more than the fact, that Trincomalee, in Ceylon, could not be kept in our possession unless we become masters of the whole of that island, an acquisition *utterly hopeless.* And as to the West Indies, if it was to-morrow in our power to capture the whole of the French islands, so far from being productive or advantageous, they would either be untenable or ruinous in the holding."

Our opinion upon the advantages of the Cape of Good Hope and Trincomalee having been already recorded, we can see no reason to recant; and the subjection of the island of Ceylon to the British government has been long since completed.

"The last resource of the wretched," continued Mr. Edwards, "was, the hope that when things are at the worst they would mend. But, he said, even this consolation seems to be denied to us: for the right honourable gentleman, who has so long, and with such distinguished ability, influenced the opinions of this side of the house, I am sorry to perceive, has retired from the contest. Sir, if the advice of that right honourable gentleman, whose transcendent talents are his smallest praise, had been attended to, we should not, as at this day, have to mourn over the calamities of our country. He has retired, I fear, wearied and hopeless, in prophetic and silent anguish. And when

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he despairs, when talents, eloquence, and firmness, like his, which once, in spite of parliamentary majorities, saved the kingdom from a ruinous war with Russia, are withdrawn, in the present juncture what remains for men of inferior endowments, but, like him, to retire from the scene, to mourn in secret over those evils they cannot prevent, and silently expect the dissolution which awaits this unhappy kingdom."

Mr. Wilberforce, "with regard to what had been alleged concerning the merit and the retirement of Mr. Fox, said, that, for his own part, he knew of no good reason why the right honourable gentleman should refuse his aid and advice to the great council of the nation now, any more than upon any former occasion; nor should he be at all surprised to see him immediately enter the door, and walk up to his seat, as he was wont to do in the preceding session. As to the melancholy and silent anguish ascribed to him, it appeared from a public newspaper, of the 11th of October, that his melancholy was merely of a temporary nature: for although the right honourable gentleman had been found beginning the day of his annual festivity with regret and lamentations for the hopeless condition of his country; the same vehicle of intelligence had informed us, that after several toasts drank, with great applause, the conviviality of the evening was heightened by some jovial songs. Respecting the efficacy of Mr. Fox's proposition, which Mr. Edwards had deemed infallible, he not

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only entertained doubts but absolute disbelief. He did not, therefore, at all regret the absence of the right honourable gentleman, because he did not think his counsel worth the accepting. He (Mr. W.) was willing to make any sacrifice that might be deemed necessary; not to the Hollanders, nor to the Spaniards, nor to the French; but to his country. Nay, he would go farther than the honourable mover in this surrender, to put a period to the war: for he would not only make a surrender of all our conquests, but make a sacrifice of all things, of every kind, which, as an individual, he either possessed or valued. Nothing then remained but to call on the country to submit cheerfully to the sad alternative to which it was reduced, to join in returning thanks to Providence for the signal victory which had improved their condition, and to unite zealously and firmly to save the country from the destructive hatred and immoderate ambition of the enemy." The question on the address was then put and carried.

An act passed this session of parliament which led to very warm debate, and might have produced the most serious consequences. On the 24th of May, Mr. Pitt brought in a bill for the more effectual manning of the navy, by suspending, for a certain period, protections which had been granted to seafaring people in the reigns of Queen Anne and his Majesty George the Third. These acts had been passed for the wise and benevolent purpose of encouraging seamen in general, and par-

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ticularly in the coal trade, and fisheries: the object of the minister was, by their temporary suspension, to render the services of a great body of men available to his Majesty's navy; but as its efficacy depended much on the secrecy and celerity with which it should pass through the various stages, it had three readings in the commons, went to the lords, and received the royal assent, * all in the same day.

In the commons it met with the most violent opposition from Mr. Tierney, who, in the course of the argument, did not deny the necessity of the measure, but opposed it as hostile to the liberties of the subject. To this Mr. Pitt replied, that, if the measure was necessary, and if publicity would defeat the object, how could Mr. Tierney's opposition be accounted for; but from a desire to obstruct the defence of the country? This language gave very great offence to Mr. Tierney, who placed himself under the protection of the Speaker. That high personage, as guardian to the decorum of the house, was expected, by a decided censure, or acquittal of the minister, to have set the matter at rest in a regular and parliamentary manner; a measure which the right honourable gentleman declined adopting, but, pursuing a middle course, asked Mr. Pitt for an explanation, this he refused; and on the following day received a message from Mr. Tierney, which produced a meeting on Wimbledon-common, on Sunday, the 27th of May: Mr. Pitt

* 38 George III. chap. xlvi.

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was attended by the Honourable Dudley Ryder; Mr. Tierney by General Walpole. Mr. Pitt having received the fire of his adversary, discharged his pistol in the air, and the affair terminated.

We should not have mentioned this incident, had it not been connected with one peculiarly affecting the interests of the British navy: that these great statesmen should have hazarded the public safety for the gratification of their private feelings is a mortifying reflection; if instead of an appeal to this barbarous ordeal, which proved nothing, they had devised some better means of raising seamen, they would have deserved the thanks of their country. Admitting that the unconstitutional mode of impressment may be at times indispensable, yet we can never give it our concurrence until every other means have been tried for inducing them to enter as freely into the navy, as landsmen *and sailors* do into the army and marines: the suspension or abrogation of wise laws made for their protection, can only tend to destroy their confidence, and drive them to emigration. While proper encouragement could not fail to complete the complements of our ships of war, as easily and as expeditiously as the ranks of the Coldstream or Life Guards.

On the 8th of November, 1797, when the order of the day in the house of peers, for taking into consideration the papers relative to the negotiation at Lisle, was read, Lord Grenville came to the great point on which the failure of the negotiation turned. "Although, at its commencement, this

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demand had been abandoned, they again renewed the proposal which had been declared inadmissible, viz. the complete renunciation of every thing that had been taken during the war from them or their allies. They would not enter into any discussion of the *projet* delivered by Lord Malmesbury, nor did they want to see whether the terms proposed by this country would admit of any modification by mutual compensation. They demanded, as a preliminary, to renounce all that we had to ask, and to declare all that we had to concede. The motives, by which the majority of the directory were actuated in the course which they had pursued, would not be difficult to explain. It would easily be recollected, in what circumstances, amid what violence, the constitution of 1795, overthrown by the revolution of the 4th of September, 1797, was established. In no sense was any freedom of election permitted, till about the middle of April last, when a very considerable change in the temper of the councils, as well as the people at large, was apparent. A majority in the legislative bodies seemed disposed to put an end to the miseries under which the French nation groaned, and to oppose the progress of that revolutionary principle, which the directory endeavoured, with too much success, to spread over Europe. They were desirous of enjoying the blessings of peace: these views, however, ill suited with the schemes of a majority of the directory. They wished to spread confusion over Europe, on jacobin principles and by

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jacobin means. Had the majority of the directory, by whose influence the whole of the proceedings at Lisle were conducted, chosen to break off the negotiation on the terms which this country offered, they would have put the councils on their guard, they would have made all France and Europe judges of their conduct, and they would have anticipated that event which the directory were preparing. Again, had they brought forward another *projet* of their own, they must have disappointed the object they had in view, that of breaking off the negotiation without specifying any terms. At the very moment, however, when they were practising every evasion, creating every delay, constantly refusing to deliver in a *contre projet*, they held a language directly opposite in their messages to the council: in these they threw the charge of delay on the coalesced powers; and to whom could this insinuation apply, but to this country in conjunction with its ally? At this very moment their plenipotentiaries were daily apologizing for the extraordinary delays which took place. In these circumstances, did it not most plainly appear, that delay was their object; that they wished to gain time till their plot was ready to be executed, and till it would be safe to throw off the mask? In their aims they unhappily succeeded by the weakness of their enemies, and the frail fabric of the constitution of 1795 was overturned. Had they broken off the negotiation abruptly before this period, they would have defeated

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their own object. It was clear to every man, who watched the progress of events and of opinion in France, that it was not at Lisle, but at Paris, that the result of the conferences would be determined. It was obvious that it must depend upon the result of the disputes which agitated the councils of the government: it depended upon the decision of the struggle; and, if the majority of the directory succeeded, every man was prepared for what followed. Perhaps, indeed, this formed the only excuse which his Majesty's ministers could urge for having so long submitted to the delays and evasions of the enemy. They could only be justified by their desire to await an event which might promise a favourable result to the negotiation, and facilitate the attainment of peace. This consideration alone shielded them from the reproach of having so long endured the trifling and the evasion of the enemy, and contributed to aid the fatal deception which the directory wished to pass upon the people of France, by keeping up the appearance of negotiation, and cherishing the hope of peace.

"When at last the revolution of the 4th of September arrived, the directory immediately changed their system, and avowed their objects. They recalled those men whom they had formerly instructed to support their views, and whom they had authorized to make professions which they no longer meant to perform. Every thing which had been done was retracted, and demands required which two months before had been abandoned.

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But it is needless, he said, to enter into a detailed exposition of their conduct. Their avowed objects explained their former chicane. They now shew, without concealment, the purposes for which the disguise had been assumed. They now declare that it is our constitution, our laws, our religion, with which they war; that it is the whole system of our public glory, and of our private happiness, that they wish to overthrow. They avow, that the government of this country and that of France cannot be coexistent. They wish not peace with this country, but the utter annihilation of our government, and the destruction of the whole scheme of our political existence."

With such avowals Lord Grenville confessed himself at a loss to conceive in what manner the conduct of the enemy could now be excused or palliated. On the other hand, with regard to our own conduct and situation, that was not the moment to despair. The resources of this country were great and powerful, and hitherto there had been no pressure to call them with all their vigour into action. "I have the fullest confidence," said Lord Grenville, "in the public spirit and determined disposition of the people of this country. From you, my lords, I only ask that you will persevere in the sentiments you have expressed, and in the conduct you have pursued. I ask you to carry to the foot of the throne the address that I have drawn up, and now lay before you." His Lordship then

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moved, "That an humble address be presented to his Majesty, assuring him, that they had taken into their most serious consideration the papers which had been laid on the table, relative to the negotiations for peace; that, in the steps which had been taken, they had recognised the pacific disposition evinced by his Majesty throughout the whole of its progress, and observed the inveterate hostility of the enemy: that while, on the one hand, his Majesty had given an example of the greatest moderation, the enemy, on the other, have abandoned every peaceful disposition; that they entertain the most determined hatred and animosity to the constitution, laws, and liberties of this country; that the destruction of the constitution and government was the object at which they aimed; that the lords know that great exertions were necessary, but that they were prepared and resolved to stand or fall with the constitution, laws, and liberties, upon which the happiness of every class of the community essentially depended."

After a few words in support of this resolution by Lord Darnley, who also took occasion to bestow much praise on Lord Malmesbury, and to compliment Lord Duncan on his very brilliant and decisive victory, the address being read by the Chancellor, was unanimously agreed to.

The threat of invasion was met with the same firmness, and with infinitely greater resources, than in the days of the celebrated Spanish armada.

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Mr. Dundas, the secretary of state, had laid a well-digested plan before parliament, and it was generally adopted; but the chief defence of the nation in such an event rested with the navy; this was reasonable; and, as far as winds would have permitted, perhaps there could be no doubt that the navy would not have disappointed the hopes of the country: but, in naval warfare, there are many contingencies which none but the experienced mariner can foresee, and not often counteract. Fogs, calms, or light easterly winds, might have retarded the progress of our fleets to the point of attack; the fleet in the Downs might have been driven from its anchorage by a gale at south-west; and the coasts of Kent and Sussex left defenceless; in these cases, much more would have devolved on the military than might at first sight have been contemplated: but the nation was hearty in the cause; and, if we except some wretched characters, who, under the mask of patriotism, sought only their own advantage, we should have had to meet an invading army, a force which might quickly have decided the contest, and left France to regret that she had ever made the attempt.

In January, 1798, Captain G. Murray, in the Colossus of seventy-four guns, returned from the Mediterranean station, and, meeting with contrary winds, put into Scilly with his convoy: while at anchor in St. Mary's sound, a gale came on in which the ship drove from her anchors, and was totally lost; the crew with all the stores were

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saved: this accident would probably have been prevented, had his Majesty's ships in those days been supplied, as they now are, with chain cables.

In 1808, his present Majesty, then Prince of Wales, proposed to make St. Mary's sound a secure harbour; but on the inspection of it by Mr. Rennie, and an estimate of the expense which was likely to be incurred, it appeared that, to carry the plan into effect, it would cost the sum of 2,010,000*l.* sterling; and, when complete, would have been of a very limited capacity: the intention was therefore abandoned. The plan had originated with Benjamin Tucker, Esq. the surveyor-general of the duchy of Cornwall, and who, while Earl St. Vincent was at the admiralty, held the situation of second secretary. His arguments were certainly forcible, and founded on the prevalence of the westerly wind impeding the passage of our ships down the Channel, which, when their fleet escaped from Brest, gave the enemy a manifest advantage in point of time. Falmouth became, for similar reasons, an object of the same kind of discussion; but there appeared so many objections that this was also relinquished, and it was at last decided to construct that solid monument to the glory of George the Fourth, the noble breakwater of Plymouth-sound.

Captain Reynolds, in La Pomone, captured La Cherie from Nantes, a large ship carrying twenty-six long guns of twelve, eighteen, and twenty-four pounders, with two hundred and thirty-six

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men, of whom twelve were killed and twenty-two wounded. The Pomone had scarcely time to take out the prisoners before the prize sunk alongside of her: the Captain died of his wounds the following day. This ship and the Dorade, which we have seen upset in a squall of wind, were specimens of the sort of vessel which the French were in the habit of sending to sea, in the short space of two months from the time of laying the keels: they were flush-decked corvettes, sailing remarkably fast in smooth water; many of them were taken by our frigates, and brought into his Majesty's service; for which they were totally unfit, and hundreds of valuable British seamen perished in them: such were the Trompeuse, the Railleur, Gentile, and many more, which foundered at sea with all their crews. A prize purchased by the government seldom answered their expectations: the expenses of repair, we shall prove, have often exceeded the prime cost of an English built ship of the same tonnage, and the captors were rarely satisfied with the price paid for them by the navy board.

Captain Durham, in the Anson, captured the Daphne, a frigate of twenty-four guns, not long before taken from us by the French.

Captain Graham Moore, in the Melampus, with the Seahorse in company, captured the Belliqueux, a ship privateer of eighteen guns; and, a few days after, La Volage of twenty guns, nine pounders, and two hundred and eighteen men.

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The officers of this ship belonged to the French navy, but were serving in a privateer with leave of absence from the minister of the marine.

The Honourable Captain Stopford, in the Phaeton, captured La Légére of eighteen guns, and one hundred and thirty men; he also, at the same time, recaptured an American ship, called the Eliza, that had been taken by a French privateer: she was from Batavia, with a valuable cargo, and stopped at Boston for fresh papers, in order to proceed to Amsterdam. This was the constant practice of America during the war of the revolution.

If we were to detail the innumerable captures of this kind made by our cruisers, the patience of our readers would be wearied; we shall therefore give a sum total, at the end of this volume, of the loss sustained by the enemy in vessels and guns.

The Pallas frigate of thirty-two guns, commanded by the Honourable Captain Henry Curzon, while lying in Plymouth-sound in the month of April, parted her cables in a heavy gale of wind at south-west, and drove on shore under Mount Batten, where she was totally lost, but the crew was saved. Plymouth-sound was indeed, and had ever been, a most dangerous anchorage; and the thoughts of the government, from this and other accidents, were seriously turned upon making it a secure port: the example of the French at Cherbourg had considerable weight in this determination, of which we shall shortly relate the result.

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A very brilliant action was fought, on the 21st of April, between his Majesty's ship the Mars, of seventy-four guns and six hundred and fifty men, and the French ship L'Hercule, of seventy-four guns and seven hundred men.

Lord Bridport with the Channel fleet, while off Brest, made the signal for the Mars to chase a strange ship in shore of them: the enemy endeavoured to escape through the Passage du Raz; but the tide proving contrary, and the wind easterly, she was obliged to anchor at the mouth of that passage. This afforded Captain Hood an opportunity of bringing his ship to action, which he did by running her so close alongside as to unhang some of the lower-deck ports of his adversary. A bloody contest ensued, which lasted an hour and a half, when the enemy surrendered. The gallant Captain Hood, nephew to the commander-in-chief, received a musket-ball in the fœmoral artery towards the conclusion of the action, and scarcely lived to hear "the shout of victory." The prize was just out of L'Orient, on her way to Brest to join the fleet, and it was the first time of her being at sea: this, though a single action, was one of great importance. The meeting of two ships of the line is a circumstance of rare occurrence, and its decision in our favour, a brilliant ornament to naval history. The Bellona and Courageux, the Foudroyant and Pegasse, the Mars and Hercule, the Victorious and the Rivoli, will be recorded as the finest memorials of naval prowess, and a decided

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proof of our superiority on the ocean. The loss on board the Mars amounted to about ninety killed and wounded; and that of the enemy, according to Schomberg, to between three and four hundred. The Hercule was taken into his Majesty's service. Mr. William Butterfield, the first lieutenant of the Mars, was promoted to the rank of commander; Mr. George Argles, the third lieutenant, though wounded, never quitted the deck, and acquired as much credit for his bravery in the action as for his local knowledge and professional skill, which enabled him to pilot the Mars alongside the enemy. Both these officers are now post-captains.

The islands of Marcou, equidistant between Cape La Hogue and the river of Isigny, and about eight miles from the main land, had been some time in possession of Great Britain. Affording anchorage for our small cruisers, they commanded at the same time the trade going along shore between Cherbourg and Havre. Sir Richard Strachan, whilst cruising on that coast; first perceived the importance of these islands; and, in consequence of his suggestions, they were immediately taken, and fortified. They are not more than one-fourth of a mile in length, and so low, that the sea in a northerly gale throws its spray over the forts and dwellings of the inhabitants; nor is there space to have even the luxury of a garden. The moment we had gained them, the French perceived the advantage they would afford us, and became seriously alarmed when they saw their

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convoys intercepted. A great effort was therefore made to retake them, and a strong force, consisting of about fifty brigs, and gun-boats manned with a large body of seamen and soldiers, came out of Cherbourg in the night of the 6th of May to the attack. The little garrison, to which the defence of these rocks was intrusted, did not consist of more than two hundred and fifty seamen and marines. The lieutenant commanding supposed the number of pieces of cannon brought against him at one time amounted to eighty. They approached within musket-shot before day-light, and having drawn up in front of the western redoubt, began the attack by a fire which lasted two hours and some minutes. Their gun-brigs remained close enough to batter in breach, while the gun-boats rowed up with great boldness, and were gallantly received with a discharge from seventeen pieces of artillery, loaded with round grape and cannister shot. Seven of these boats were sunk, one was towed into the island by the victors, and the others retreated in great disorder to La Hogue. The loss of the little garrison was only one killed and four wounded: Lieutenant Price was promoted to the rank of post-captain for his good conduct. At the peace of Amiens these islands were evacuated.

Captain Sir Sydney Smith, who had been two years a prisoner in France, made his escape about this time. There is a long account in Schomberg of the various adventures and dangers he encoun-

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tered in his passage to the coast; but facts have since come to our knowledge, of the whole having been contrived by the French government: of this perhaps even Sir Sydney himself was at the time ignorant. The police of France was too vigilant and too avaricious to allow a victim to elude its grasp without a sufficient reason, and a bribe of 3000*l.* sent to one of the directory by our own government, unlocked the gates of the Temple, and removed all obstructions to the sea-coast.

In the month of June, Captain Sir Francis Laforey, in the Hydra of thirty-eight guns, chased and drove on shore a French frigate, a corvette, and a cutter: the frigate was called La Confiante, and had thirty-six guns and three hundred men; the name of the corvette was La Vessuve. The vessels it appears had sailed from Havre, and at first engaged the Hydra, but very soon sought safety in flight; endeavouring in vain to regain their port, they ran on shore near the Calvados rocks, where the two largest were set on fire by the British sailors: the cutter was wrecked and totally destroyed.

Captain Sir Thomas Williams in the Endymion, with the Phœnix, Glenmore, Melampus, and Unicorn, was employed in the melancholy duty of aiding the army in the suppression of the rebellion in Ireland; and for this purpose was ordered to the bay of Wexford, where the rebels were in great force. The army besieged the town, which they

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entered, while the navy prevented the escape of the vessels, a considerable number of which were taken, and the rebels reduced to an unconditional surrender.

In the month of July, the capture of La Seine, a French frigate, and the loss of La Pique, a British frigate, on the Saints, was attended with such peculiar circumstances, that they may be worthy of more ample detail than our limits can usually allow to the capture or loss of a single ship.

The Jason, Pique, and Mermaid, under the command of Captains Sterling, Milne, and Newman, fell in with a French frigate, which the Pique brought to action, at eleven o'clock at night, and continued the fight till her main-topmast fell over the side, when the Jason passed between them, and kept up the action. At this instant, the land near the Point la Trénche was discovered close on the larboard bow of the Jason, and both ships ran on shore at the same moment. The Jason unfortunately stuck fast forward, and, swinging round, presented her stern to the enemy's broadside; a position, of which, although dismasted, the Frenchman, availed himself: a well-directed fire was however kept up from some of the Jason's guns.—Captain Milne, in the Pique, soon after came up, eager in the pursuit, he did not hear Captain Sterling order him to anchor, and grounded on the off side of the Jason, in a position to receive, but not to return, the enemy's fire without injuring the Jason.—At half past two the enemy struck, and

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proved to be La Seine of thirty-eight guns, having six hundred and ten men on board, of whom many were soldiers: she had sailed from the Isle of France three months before, and was bound to L'Orient.

In the morning the Jason got off, but the Pique, being an old French built frigate, was bilged, and they were forced to burn her. The captain, officers, and crew, went on board the Seine, and brought her into Plymouth, where Captain Milne was, of course, honourably acquitted, and was appointed soon after to the Seine, which he also unfortunately lost on the coast of Holland; and, in the month of October, the Jason was run on shore off Brest while in pursuit of a convoy, and totally lost: for this conduct Captain Sterling was tried by a court-martial and honourably acquitted.

In August, the boats of the Melpomene, under the command of Lieutenant Shortland, accompanied by those of the Childers sloop of war, cut out of the port of Abreverack the French brig Adventurer, of twelve guns and seventy-nine men: this was a very gallant action.

Captain Butterfield (late first lieutenant of the Mars) in the Hazard, of eighteen guns, captured Le Neptune national corvette, pierced for twenty guns, having only ten mounted, which she fought on the same side: she had two hundred and seventy soldiers: after an unsuccessful attempt to board, she surrendered, with thirty killed and wounded. The Hazard had six wounded.

On the 22d of August, three French frigates

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landed a body of eight hundred and fifty troops in Killala-bay, on the north-west coast of Ireland, under the command of General Humbert, who marched to Castlebar, where, being joined by some rebels, he gave battle to a small force under the command of General Lake, who was forced to retreat with the loss of six pieces of cannon: this trifling success so elated the Frenchman, that he issued a proclamation, appointing a governor to the province of Connaught, and invited the Irish to join his standard; but his reign was short: the Marquis Cornwallis overtook him near Tuam, and obliged him to surrender at discretion (although joined by a large body of rebels), before the promised reinforcements could arrive from Brest: General Lake gave another division an overthrow at Ballynamack, and made nine hundred prisoners, with all their baggage and artillery.

Captain de Courcey, in the Magnanime, captured, in September, La Colombe French privateer of twelve guns and sixty men; and on the 24th of August, was present when the Naiad, Captain Pierrepoint, captured La Decade, a French frigate of thirty-six guns and three hundred men. The Honourable Captain Stopford, in the Phaeton, and Captain Durham, in the Anson, captured La Flore, another French frigate of the same size and number of men as the Decade. She had only been eight days at sea.

Although the general mutiny which, in 1797, had shaken the empire to its foundation, and threat-

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ened the subversion of our maritime power, had subsided, various instances of insubordination continually occurred both on the home and foreign stations; they were always, however, happily subdued, though unfortunately not without the loss of some lives. The discontents were chiefly confined to a description of men called United Irishmen, who had, on one or two occasions, nearly succeeded in carrying the ships into Brest. The Pompée and the Neptune narrowly escaped this fate. Nineteen men belonging to the Defence were tried at Portsmouth; six were sentenced to suffer death, six flogged through the fleet, and the others recommended to mercy. Eleven more, belonging to the Glory, were tried at Plymouth for the same offence: eight were sentenced to be hung at the yard-arm; the others to flogging, solitary confinement, and to be mulcted of their pay.

On board some of our ships they used to meet at night, and on these occasions have been heard to give, as a toast, "A dark night, a sharp knife, and a bloody blanket." The Queen Charlotte, the most deeply infected with this seditious propensity, was then ordered to the Mediterranean station, under the eye of one who well knew how to direct the energies of her crew to a proper object. Many other executions took place in the different sea-ports of the kingdom; and we calculate that no less than five hundred men, chiefly the best seamen, fell a sacrifice to the offended laws of their country. The manner in which some of them met their

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fate was truly astonishing: a man on board the Haughty gun-brig* mounted the scaffold with alacrity, and, kicking off his shoes into the water, exclaimed, that he "would not die like a horse, with his shoes on."

A Dutchman was executed on board the Ranger sloop at Sheerness, for having cut the cable with a view to let the ship drift on shore: he was hung in the usual manner at the yard-arm, but the master at arms, or provost martial, whose duty it is to affix the fatal knot, had done it in so careless a manner, that the unhappy man remained a long time suspended, and perfectly in his senses: struggling to end his wretched existence, he got his hands loose, and pulled himself up to the yard-arm, on which he stood erect with the cap off his face. While he adjusted the halter, he uttered, with a ferocious countenance, some horrid ejaculations on the improper manner of the execution, and, throwing himself off, was dead in an instant; thus committing, as it were, an act of self-execution and legal suicide.

On the 13th of September, 1798, a cartel, for the exchange of prisoners, was agreed on between France and England: there were, at that time, above thirty thousand French prisoners in England, and between three and four thousand English prisoners in France.

* The Author, as lieutenant of the Agincourt, attended the execution.

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This year was the first of the establishment of the corps of the sea-fencibles; the plan was proposed by Captain Sir Home Popham. As a mode of rendering a large body of men effective to the public service, in case of invasion, it had some claim to the consideration of the government; but when we reflect that, by entering this corps, seamen were protected from active service while the nation was put to a vast expense for their equipment and maintenance, we shall not wish to see it renewed. We may observe, as a warning to officers in accepting of quiet places on shore, that it was generally considered afterward as a bar to promotion or active employment. The command of the prison-hulks was equally injurious to prospects of promotion.

The allowances to post-captains on the sea-fencible service were	£1	10	0	per day
For a clerk, stationary and travelling	0	5	0	
To commanders	1	0	0	
And contingencies . . .	0	1	9	

The men received one shilling each muster; they were trained to the exercise of the great gun and pikes. Boats, in all the ports and creeks along the coast, were held at their disposal; and we must do them the justice to say, that, on many occasions, they rendered considerable service to

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the coasting trade by the recapture of our vessels, and, in some instances, by the capture of privateers.

Their numbers on the whole coast of England scarcely amounted to seven thousand men: they were soon after extended to Scotland and Ireland: in the latter kingdom an admiral was appointed to the general command of the whole.

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CHAP. XII.

Action between Papillon and Speedy—French armament at Toulon—St. Vincent prepares to meet it—Nelson joins him—Proceeds to Toulon—Is dismasted—Repaired, and returns to his station—French fleet quits Toulon, and takes Malta—Orders from St. Vincent to Nelson, and letters to Sir William and Lady Hamilton—Sir Roger Curtis joins the fleet off Cadiz—Trowbridge proceeds to join Nelson, who pursues the French fleet—Hears of it off Cape Passero—Goes to Alexandria—Disappointed—Returns to Syracuse—Obtains supplies through the influence of Lady Hamilton—Manner in which the British and French fleets passed each other in the night—Nelson sails from Syracuse, and discovers the French fleet in the bay of Aboukir—Battle of the Nile—Observations and reflections—Plans of the French government and Bonaparte—Distress of the French army—Capture of the Leander—Honourable acquittal and knighthood of Captain Thompson—Uncandid statement of the French Captain—Nelson's public letter—List of his fleet and prizes—Observations on the burning of the Artemise, and the grounding of the Culloden—St. Vincent's letter to Earl Spencer, to Lady Spencer, to Evan Nepean—Capture of Sensible and Santa Dorothea—Of Liguria—Letter of Hollowell to Nelson with a coffin—Nelson arrives at Naples—Honours paid to him—Letter from Admiral Gantheaume—Effects of the battle of the Nile in Europe—The French General having made good his landing in Egypt, marches to Cairo—Description of harbour of Alexandria—Letter from Nelson to Governor of Bombay—State of Italy on his arrival at Naples—Imprudence of the directory—Neapolitans with King and General Mack advance to Rome—Beaten, and retreat—British squadron on coast of Italy—Sir James Saumarez summons Malta—Cruelty of Arabs to French, and murder of General Carrier—Capture of Minorca—Blockade of Malta—Capture of Goza—Letters to Nelson, Earl Spencer, Rear-admiral Gambier, Evan Nepean, Esq. &c. &c. &c.

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Captain Hugh Downman, in the Speedy brig of fourteen four-pounders and sixty men, had a very severe action with a French privateer, called Le Papillon, of eighteen guns, twelve-pounders, and one hundred and sixty men: the contest lasted nearly two days. The enemy, having the advantage in point of sailing, chose his own distance; and, coming down from to windward, shot away the Speedy's fore-topmast. The conduct of Captain Downman in this affair entitled him to the first rank in his class of officers, for bravery, perseverance, skill, and judgment. After having expended all his shot, he substituted pieces of iron hoop, nails, and marlinspikes. Mr. Marshall, the master, who with twelve men was on board the prize then four leagues to leeward, seeing his captain and shipmates overmatched, generously resolved to go to their assistance. Having secured his prisoners below to the number of forty, and put his people into a small boat, he quitted the prize after dark, and fortunately got on board the Speedy in time to share in the honour of the day. The enemy escaped from superior sailing, and Captain Downman retook his prize, and conducted her safe into port. For this action he was soon after promoted to the rank of post-captain. It may be said with truth, that every officer who commanded that little vessel obtained his promotion from her by hard fighting and most successful conflicts against superior force.

The arms of the French republic having now

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conquered Italy, and subdued the armies of the empire, the directory determined on foreign invasion upon a grand and extensive scale. The vast armament which had long been equipping at Toulon had not escaped the penetrating eye of the able and enlightened chief who commanded the fleet in the Mediterranean; he was in close and secret correspondence with men of keen discernment in the south of France; and, though the certain destination of this powerful fleet was not known, yet from various circumstances it was conjectured, that the East was the quarter where the blow was intended to be struck, and thither the attention of the Admiral was directed. A large British fleet at this time lay before Cadiz, watching one of superior force in that harbour.—Lord St. Vincent, however, with a mind worthy of the noble cause in which he was engaged, disregarded every personal consideration, and, leaving himself with very few ships, prepared a strong detachment, which he held in readiness to follow the enemy to any part of the world.

Between the naval operations of the French and English there has always existed this remarkable difference; that while the first endeavour, by every means, to *avoid* an action, we as sedulously *seek* one. The French never sail without some meditated mischief, and the hope of attaining a great object; we, on the contrary, go to sea to look for adventures.

The French fleet, under the command of Ad-

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miral Bruies, with three hundred transports, and an army of forty thousand men, commanded by the celebrated Napoleon Bonaparte, sailed from Toulon, on the 20th of May; they were seen by some of our ships, but their destination was unknown.

Nelson, having spent the winter in England, and perfectly regained his strength, hoisted his flag on board the Vanguard of seventy-four guns, commanded by Captain Edward Berry, and in April joined the Earl of St. Vincent off Cadiz, where he had no sooner arrived, than he found that work was preparing for him; he was simultaneously nominated both by Earls Spencer and St. Vincent, for the command of the squadron selected to pursue the enemy. The alleged partiality produced remonstrances from other admirals in the fleet, on the hardship of employing a junior officer in preference to them. This was a point on which Lord St. Vincent always held himself perfectly independent. His laconic and memorable answer was—"that he considered those who were responsible for measures had a right to *choose their men.*"

At first Nelson was sent up with a small squadron to the gulf of Lyons, famed for its tempests. The following is a list of his ships:—

Ships.	*Guns.*	*Commanders.*
Vanguard (flag) . . .	74	Capt. Berry
Orion	74	—— Sir J. Saumarez
Alexander	74	—— A. I. Ball

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FRIGATES.

Ships.	*Guns.*	*Commanders.*
Caroline	36	Capt. Lake
Alcmene	36	—— Brown
Emerald	36	—— Waller
Terpsichore	36	—— Gage

On the 20th, he met with a gale of wind, in which the Vanguard lost her foremast, bowsprit, and main-topmast; but a still greater misfortune was, the separation from his frigates, which never afterward rejoined him, and which he had much cause to regret. The Vanguard was taken in tow by the Alexander, and conducted safely into the harbour of St. Pietro, at the south-west extremity of Sardinia. Our implacable enemies had endeavoured to exclude British ships from any port in the Mediterranean, and the King of Sardinia, in whose dominions this island lay, had received his orders accordingly. This injunction Nelson treated with contempt, and in defiance of threats, went in and refitted his ship, which, by great exertion, was performed in four days, and he immediately resumed his situation off Toulon. The Author of the life of Nelson has asserted, that months would have been employed in refitting the Vanguard in England. This is one of those errors to which writers are liable, who venture to speak on subjects of which they are entirely ignorant. The Queen Charlotte came out of dock in January, 1795, with a clean swept hold, and without a mast; and, though the winter was more severe than any we can remember, she was at Spithead

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on the eighth day, and reported ready for sea on the tenth. Twenty-four hours in well-regulated ships, and in a British dock-yard, are sufficient to shift a lower mast and bowsprit; and this has frequently been done. These observations are not intended to depreciate Mr. Southey's valuable work (which we have read with pleasure, and, we hope, with improvement), but to correct a misconception not at all creditable to our profession, and which we could not allow to pass down to posterity uncontradicted.

While Nelson was repairing his ship, the French arriving at Malta took possession of the island, then held by the grand master and knights of that ancient and honourable order, who, it would appear, had agreed to surrender on the landing of the French army, or else had not the power to make a successful resistance.

Malta possessing the finest harbour in the Mediterranean, and being an entrepôt for British and foreign merchandise for the surrounding markets of Europe and Africa, was doubly valuable to Great Britain even in its neutral state; its acquisition was therefore a point of great importance to France, and one of which its government seemed duly sensible, depriving us at once of all these advantages, while it commanded the southern passage to the Levant, and securing, at the same time, a large supply of seamen, the Maltese being remarkable for their nautical skill and bravery.

The history of the siege of this island by the

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Turks, in 1565, will be found in Watson's History of Philip the Second of Spain, vol. 1. Unfortunately, the French had not La Valette to oppose them, and the grand master was accused of having sold his important charge to the invaders. General Bonaparte, leaving a garrison of three thousand men, departed, steering to the eastward; in the mean time Nelson pursued his way to Cape Sepet, near Toulon, and there awaited the junction of his promised reinforcement under Trowbridge. The following is a copy of the orders he received from the Earl of St. Vincent.

By the Earl of ST. VINCENT, admiral of the blue, commander-in-chief, &c. &c. &c.

[Most secret.]

In pursuance of orders from the lords commissioners of the admiralty, to employ a squadron of his Majesty's ships in the Mediterranean, under the command of a discreet officer (copies of which are enclosed, and other papers necessary for your guidance), and in conformity thereto, I do hereby authorize and require you, on being joined by the ships named in the margin, to take them and their captains under your command, in addition to those already with you; and to proceed with them in quest of the armament preparing by the enemy at Toulon and Genoa: the object whereof appears to be, either an attack upon Naples, or Sicily; the conveyance of an army to some part of the coast of Spain for the purpose of marching towards Portugal, or to pass through the Straits, with a view of proceeding to Ireland. On falling in with the said armament, or any part thereof, you are to use your utmost endeavour to *take, sink, burn*, and *destroy* it. Should it appear to you, from good authority, on your arrival up the Mediterranean, that the enemy's force, capable of being sent to sea, is inferior to what is reported by intelligence herewith transmitted, you are, in this case, to direct such ships to rejoin me as may not be absolutely necessary

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to ensure your superiority, the moment you shall find yourself in a situation so to do.

On the subject of supplies, I enclose also a copy of their lordships' letter to me, and do require you strictly to comply with the spirit of it; by considering and treating as hostile any ports within the Mediterranean (those of Sardinia excepted), when provisions, or other articles you may be in want of, and which they may be enabled to furnish, shall be refused,—and you are to treat in like manner, and capture the ships and vessels of powers, or states, adhering to his Majesty's enemies; or, under other circumstances enumerated in the said order, determining to the best of your judgment upon the several cases under that head, that may occur during your command. You are to remain upon this service so long as the provisions of your squadron will last, or as long as you may be enabled to obtain supplies from any of the ports in the Mediterranean; and when, from the want of provisions, or any other circumstance, you shall be no longer able to remain within the Straits, or in the event of the enemy's armament escaping to the westward (which you will take especial care to prevent), you are to lose no time in rejoining me, wherever I may be.

Given on board the Ville de Paris,
off Cadiz, May 21, 1798. ST. VINCENT.

To Sir Horatio Nelson, K. B. rear-admiral of the blue, &c. &c. &c.

By command of the Admiral, G. Purvis, secretary.

Additional instructions for Rear-admiral Sir HORATIO NELSON.

From the tenor of the instructions from the lords commissioners of the admiralty, which you will receive herewith, it appears their lordships expect a favourable neutrality from Tuscany and the Two Sicilies: in any event you are to extract supplies, of whatever you may be in want of, from the territories of the Grand Duke of Tuscany, the King of the Two Sicilies, the Ottoman territory, Malta, and the ci-devant Venetian dominions, now belonging to the Emperor of Germany.—You will also perceive, by an extract of a letter from Mr. Master, his Majesty's consul at Algiers, that the Dey is extremely well disposed towards us. The Bey of Tunis, by the report of Captain Thompson

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of his Majesty's ship Leander, is also perfectly neutral and good humoured. From the Bashaw of Tripoli I have every reason to believe, that any ships of your squadron that touch there will be received in the most friendly manner.

In a private letter from Lord Spencer I am led to believe, that you are perfectly justifiable in pursuing the French squadron to any part of the Mediterranean, Adriatic, Morea, Archipelago, or even into the Black Sea. Should its destinations be to any of those parts, thoroughly sensible of your zeal, enterprises, and capacity, at the head of a squadron of ships so well appointed, manned, and commanded, I have the utmost confidence in the success of your operations. I send Mr. Littledale to you as an aid in the victualling branch, Mr. Heatly having been well satisfied with the conduct of the house to which he belongs, at Leghorn. Their former contracts for the supply of the fleet will serve as a guide to you. If a plan I have directed Mr. Heatly to make out does not arrive in time to go by Captain Trowbridge, I will send it by the first good conveyance.

It is hardly necessary to instruct you to open a correspondence with his Majesty's ministers at every court in Italy, at Vienna and Constantinople, and the different consuls on the coasts of the seas you are going to operate in: those of Algiers and Tunis are absent from their ports, and not likely to resume them.—You will see the necessity of my being informed of your movements from time to time. A good sparonare,* or felucca, with faithful people on board (if to be found), will serve for an advice boat, during the summer months: when I have a cutter to spare you shall have her.

Given, &c. May 21, 1798. ST. VINCENT.

On the 20th, Lord St. Vincent despatched Hardy, in the Mutine, in search of Nelson, to apprise him of the approaching departure of Trowbridge; and on the 22d he addressed the following letters to Sir William and Lady Hamilton at Naples:—

* An Italian boat.

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Ville de Paris, before Cadiz,
May 22, 1798.

To Sir WILLIAM HAMILTON.

I must decline entering into the wretched policy which has placed the Two Sicilies in the situation they now are with respect to the system of the insolent and overbearing republic. I have a powerful squadron ready to fly to the assistance of Naples the moment I receive a reinforcement from the west of Ireland, which is on its passage hither, and I hourly look for its appearance with the utmost degree of anxiety and impatience. Rear-admiral Sir Horatio Nelson will command this force, which is composed of the *elite* of the navy of England. Sir G. Byng (Lord Torrington) did not make a better choice when he was charged by George the First with a very important mission to the same coasts, and I have no doubt of the event being equally propitious to his Majesty's arms. I am prohibited by my orders from quitting this position, which the mistaken policy of Spain has made necessary. Have the goodness to lay me at the feet of their Majesties, and assure them of my most profound respect, and that I will exert every nerve for their preservation.

ST. VINCENT.

May 22, 1798.

To Lady HAMILTON.

MADAM,

I feel myself highly honoured and flattered by your Ladyship's letter of the 15th of April. The picture you have drawn of the lovely Queen of Naples, and the royal family, would rouse the indignation of the most unfeeling, at the infernal designs of these devils who, for the scourge of the human race, are permitted to govern France. I am bound by my oath of chivalry to protect all who are persecuted and distressed, and I would fly to the succour of their Sicilian Majesties was I not positively forbid to quit my post before Cadiz. I am happy, however, to have a knight of superior prowess in my train, who is charged with the enterprise, and will soon make his appearance at the head of as gallant a band "as ever drew sword or trailed pike."

ST. VINCENT.

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The Lion, Captain M. Dixon, on the 9th of June, was ordered to Lagos-bay, to join the Portuguese squadron, and placed under the command of the Marquis de Niza. It was intended that the Marquis, with his squadron and the Lion, should go in search of Nelson, and act under his orders, as it was stipulated in the treaty of 1703, between the two powers, that the officer commanding the smallest number of ships should obey the other.

June 11th, by a letter to Sir Horatio Nelson, it would appear that the King of Spain had made some overture to Lord St. Vincent, who orders Sir Horatio, in case of falling in with his holiness the Pope at sea, to treat him kindly, and do him homage in his lordship's name, with all the ceremony due to a crowned head.

A hint is given of taking possession of Minorca, and the destruction of Carthagena: the former was accomplished, the latter not.

On the 22d, he alludes to a convention he had entered into with the Catholic King.

July 4th, he writes to Nelson, and tells him he is to attack Carthagena after he has "done up Bonaparte."

5th, To Nelson he gives the names and force of the Portuguese squadron, as follows:—

Ships.	*Guns.*	*Commanders.*
Principe Real (flag) . . .	74	Marquis de Niza Capt. Puysigur
Rheina de Portugal . . .	74	—— Stone
St. Sebastian	74	—— Mitchell
Alphonso Albuguerque . .	74	—— Campbell
Incendiary, English (fire-ship) .		—— Barker
Falcao (brig)		—— Duncan

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Captain Retallick of the British navy, with two lieutenants, was appointed to act as signal officers to the Marquis.

June, 1798, he writes to Nelson, and tells him that ********* had made strong representation against his (Nelson's) appointment; that they had written home, contrary to his advice, and that they were supported by a powerful faction (the enemies of Nelson), but they would both of them be superseded.

The squadron under the command of Sir Roger Curtis hove in sight of the fleet on the 24th of May, and had no sooner answered the private signal, than Trowbridge weighed with ten ships of the line, and proceeding through the Straits of Gibraltar, crowded all sail for Toulon, off which place, on the 7th of June, he joined the Rear-admiral, and had the mortification to see that the Vanguard was under a jury-foremast. Previously to this the Orion and Alexander had fallen in with fifteen sail of Spanish merchantmen, two of which they captured, as they might have done the whole, but were recalled by Nelson, who would allow nothing to divert him from his purpose.

Nelson now, with thirteen sail of the line, a fifty, and a brig (for he had no frigates), thought himself equal to any thing he could meet with in the Mediterranean, and instantly went in search of his flying enemy.

The French having sailed from Toulon on the 20th of May, with a strong breeze at north-west,

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had considerably the start of him; he was convinced they were bound to the eastward: sending Hardy, therefore, in the Mutine, to Civita Vecchia and the Roman coast, he steered with the fleet for Corsica, which he made on the 12th, and having rounded Cape Corse on the 13th, passed Elba and the small island of Planosa; then hauling more to the eastward, he made the Roman coast, and rejoined Hardy, who could give him no intelligence. He next steered for the bay of Naples, and sent Trowbridge in the Mutine to inquire of Sir William Hamilton, from whom he learnt that the enemy was gone to Malta, and Nelson made all sail for the Pharo of Messina, which he passed on the 20th, with a fair wind, amidst the shouts and acclamations of the Sicilians and Neapolitans, who came off in boats, and as they rowed among the ships loaded them with congratulations and blessings; fearing when Malta was taken by the French, that they would be the next object of attack.

On the morning of the 22d, when about twelve leagues south-east of Cape Passero, in Sicily, Hardy spoke a Genoese brig, which gave him intelligence that the French having taken Malta, had left it on the 18th with a gale at north-west. This confirmed Nelson in his conjecture, that they were gone to Egypt, and he instantly bore up for that coast. It was during the ensuing night that the hostile fleet must have crossed each other's track: the French steering east for Candia, and the English south-east for Alexandria. In his run he spoke

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but three vessels, two of them from Alexandria, but none could afford him any information.

On the 28th, he made the Pharos of Alexandria, and run in till he had a complete view of both the harbours; but the enemy was not there. Hardy was sent to the Governor, who was as much surprised to see a British fleet as to hear that a French one was expected. Revolving in his anxious mind what could have become of the enemy, it never occurred to him that he had outrun, and first reached the port of their destination. He now shaped his course to the north-east, and on the 4th of July made the coast of Natolia, gaining no information there; with a press of sail and a foul wind he beat along the south side of Candia. On the 18th of July he made Sicily again, and entering the port of Syracuse, with which none of his officers were acquainted, brought his fleet to an anchor without any accident.

With the weak and contemptible government of this place, it became a question whether the British fleet should receive any supplies; but by the address of that extraordinary woman, Lady Hamilton, every thing was granted that Nelson could require. The information he obtained here was merely negative; he learnt only that the French fleet had not been seen in the Archipelago, nor in the Adriatic, nor had they gone down the Mediterranean; still then the obvious conclusion to be drawn was, that they had proceeded to Egypt. Nelson, on the 22d of June, had steered direct for

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Alexandria, while the French fleet, as it afterward appeared, had shaped its course for Candia, and being encumbered with heavy sailing transports, was much delayed; consequently, by taking the shortest route, the British fleet reached that port, and quitted it only a few hours before the French were seen from its towers. Nelson, having no frigates, could not extend his look out, and the distance between Candia and the coast of Africa being sixty leagues, affords abundant space for two fleets to pass each other unobserved.

On the 25th of July he sailed again from Syracuse, and having no certain information as to the object of his search, he steered for the Morea, and made the gulf of Coron, called in the French charts Calamates, Trowbridge was sent in, and such was his activity, that the fleet was detained but three hours, when he returned with the intelligence from the Turkish governor, that the French fleet had been seen one month before steering south-east. Trowbridge observed, during his hurried visit to Coron, that the inhabitants of that country entertained the most serious apprehension of a visit from the French, whom they held in utter detestation.

On the 31st of July, he sent the Zealous and Swiftsure a-head to make the land; they saw the French fleet, and made the signal to that effect. Upon this information Nelson again steered with all sail for Alexandria, which they made on the 1st of August at noon. But the port now had a

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very different appearance to what it had on their last visit; it was full of vessels of every kind, and with joy they descried the tri-coloured flag waving on board the ships. Animation and delight were felt throughout the British fleet at seeing their enemy, and by none more than the gallant chief, whose zeal and anxiety in his country's cause were now about to reap their just reward.

In the bravery and discipline of his captains and crews he had the most perfect confidence, and by constant communication with the former, whenever the weather would permit, he had so completely instructed them, as to the mode of attack, in almost every possible situation in which he might find the enemy, that it was now only necessary to give the signal to prepare for action.

The battle of the Nile, as it is usually called, was not a common sea engagement between two fleets; there were many circumstances combining with the locality to render it one of a very peculiar nature and interest.

The French, having had the advantage of the first arrival, had taken up, as they supposed, a secure position in the bay of Bequis, or Aboukir. Their force consisted of one ship of a hundred and twenty guns, two of eighty, ten of seventy-four, and four frigates; one of forty-eight, one of forty-four, and two of thirty-six guns.

The fleet was moored in a compact line, extending across the bay in a north-west and south-east direction, according to Captain Miller's chart; but

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more nearly east and west, by that of Mr. Briarley: their van, which was to the westward, was protected by a mortar battery, on a small island (now called Nelson's island), and supported by some gun and mortar boats; their rear, by the frigates and other gun-vessels; the ships of the line, occupying an extent of about two miles and a half, leaving a space of two hundred and fifty or three hundred yards from one ship to the other. This distance was too great: it seems to have been pretended by the French, that the General had not left men enough on board to work their guns; but this was an error, as appeared by the muster-rolls and the number of prisoners, besides killed and wounded. Every precaution was taken, according to the best of their judgment, to ensure the defeat of their assailants; and, supposing there could be no danger to apprehend on the side of the ocean, General Bonaparte had landed with his army of thirty-two thousand men, to form his colony in Egypt, and pursue an enterprise which had no parallel since the days of Alexander, or Julian the Apostate. Providence delights in confounding the ambitious projects of selfish mortals, and Nelson was the instrument appointed to effect its purposes.

Nelson, whose intuitive knowledge had led him to the mouth of the Nile, had forewarned his captains of the nature of the contest they were to expect, and, for the first time, recorded in the naval history of Great Britain, he proposed to anchor

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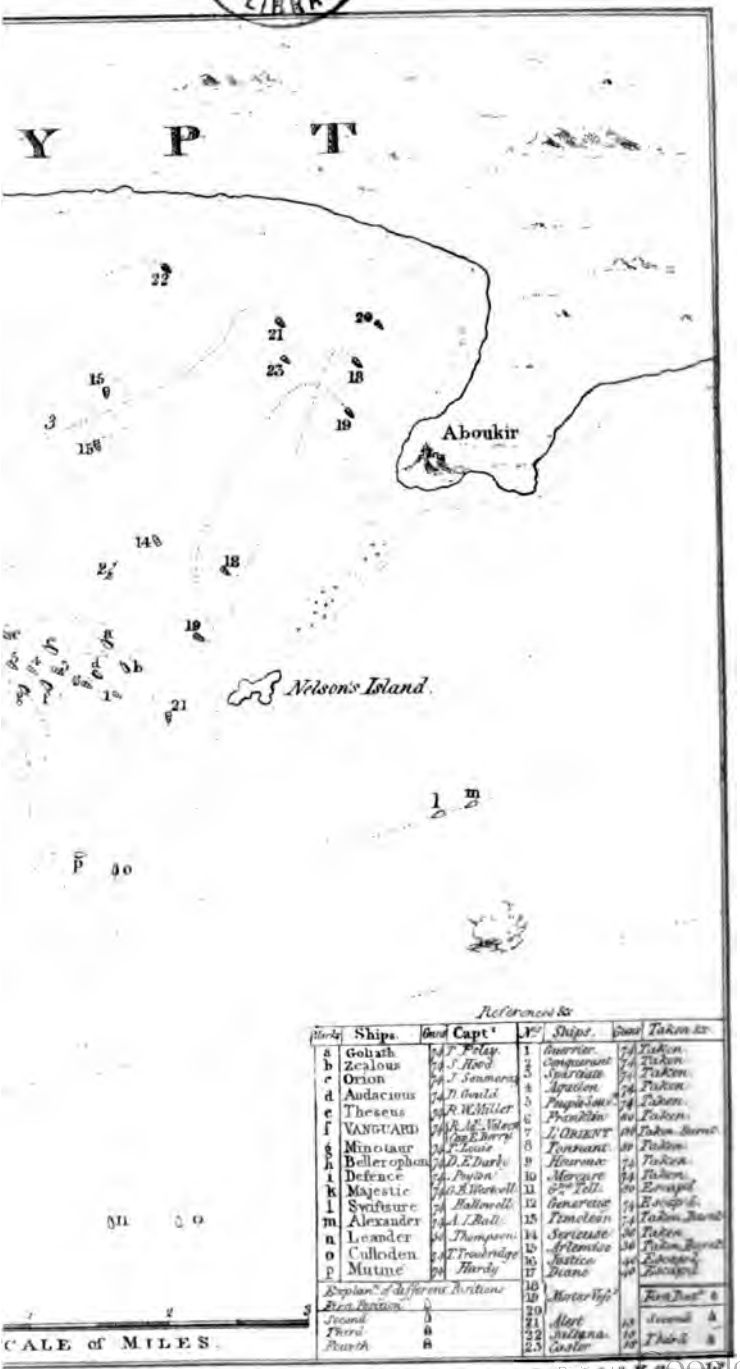

References &c

Nos	Ships.	Guns	Capt.ⁿ
a	Goliath	74	T. Foley
b	Zealous	74	J. Hood
c	Orion	74	J. Saumarez
d	Audacious	74	D. Gould
e	Theseus	74	R. W. Miller
f	VANGUARD	74	R. Ad.ˡ Nelson Capt. E. Berry
g	Minotaur	74	T. Louis
h	Bellerophon	74	D. E. Darby
i	Defence	74	G. Peyton
k	Majestic	74	H. Westcott
l	Swiftsure	74	Hallowell
m	Alexander	74	A. J. Ball
n	Leander	50	Thompson
o	Culloden	74	T. Troubridge
p	Mutine	14	Hardy

Explan.ⁿ of the different Positions

Each Position	5
Second	6
Third	6
Fourth	6

Nos	Ships.	Guns	Taken &c.
1	Guerrier	74	Taken
2	Conquerant	74	Taken
3	Spartiate	74	Taken
4	Aquilon	74	Taken
5	Peuple Souv.ⁿ	74	Taken
6	Franklin	80	Taken
7	L'ORIENT	120	Taken Burnt
8	Tonnant	80	Taken
9	Heureux	74	Taken
10	Mercure	74	Taken
11	Cᵗᵉ Tott	60	Escaped
12	Generaux	74	Escaped
13	Timoleon	74	Taken Burnt
14	Sericuse	20	Taken
15	Artemise	36	Taken Burnt
16	Justice	44	Escaped
17	Diane	44	Escaped
18			
19	Mortar Vessˡ		Taken Destˢᵈ
20			
21	Alert	18	Destroyed
22	Sultane	16	Taken
23	Castor	16	Taken

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his ships by the stern.* For this purpose, his cables were passed out of the stern-ports, carried along the side, and bent to the anchors. His object in doing this was to deprive the enemy of the advantage of raking him, as he would have swung round, and exposed the bow, or the stern of his vessels, had he brought up in the usual way. At three o'clock the signal was made to prepare for battle, and the fleet stood in under a crowd of sail; as they approached within two miles of the enemy, the Culloden grounded on the reef, and stuck fast.

The best and most authentic description of this famous day is to be found in the work† of the Rev. Cooper Willyams, who was chaplain of the Swiftsure on the occasion. That author says, the Goliath, commanded by Captain Foley, led the fleet, and by a quarter past six in the evening, the French began the engagement; but the Goliath did not return their fire until she had doubled their line, and came to an anchor alongside the Conquerant, second ship in their van, and in ten minutes shot away her topmasts. Hood, in the Zealous, followed; and, having anchored on the bow of the Guerrier, the van ship, in twelve minutes dismasted her. Next came the Orion, commanded by Sir James Saumarez; La Serieuse, a frigate, lying within the line, gave him a broadside, which

* This mode of anchoring was common among the ancients, and is mentioned in sacred history, Acts xxvii. 29.

† Voyage up the Mediterranean, 4to. London, 1802, p. 47.

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Sir James returned with his starboard-guns; and she instantly sunk. He then proceeded to take his station on the bow of the Franklin and the quarter of Le Souverain Peuple, engaging both. The Audacious came next, and let go her anchor on the bow of the Conquerant; having passed between that ship and the Guerrier, Captain Gould instantly began a destructive fire. The Theseus, commanded by the lamented Miller, was the fifth and last ship that came inside of the line. Passing between the Zealous and her opponent the Guerrier, he poured in a broadside as he brushed her sides; for this friendly act the Goliath gave him three hearty cheers, which the Theseus returned: the French also attempted to imitate the animating sound; but the effort produced loud peals of laughter on board the Theseus, as she passed on to her proper opponent, in the order of succession; this was the Spartiate. The Captain of the Guerrier owned that those cheers did more to damp the ardour of his men than the broadside of the Theseus.

Nelson, having seen his five van ships begin the action "to his heart's content," now came himself to their support. It appears from the information of Sir James Saumarez, that the plan of placing the enemy between two fires was *not* preconcerted, that it originated with Nelson himself, and probably but a minute previous to its execution. He took his station without or on the starboard*

* Willyams says, larboard, but that must be an error, as the heads of the enemy's ships lay to the westward.

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side, and within pistol-shot of the Spartiate, then engaged with the Theseus: the French ship could not support their united cross-fire, and very soon surrendered. Louis, in the Minotaur, followed his admiral, and brought the Aquilon to action, which soon terminated by her surrender. Then came Darby in the Bellerophon, his orders were to anchor in the bow of L'Orient, the flag-ship of Admiral Bruiès,—and this he fully intended; but unfortunately, having too much way, his cable was not stoppered in time, and he brought up exactly abreast of that tremendous ship, whose broadsides very soon killed and wounded two hundred of his men; among the former, three of his lieutenants; and about eight o'clock he cut his cable, and stood out, or rather drifted out of the bay. The Defence, Captain Peyton, came to an anchor a-head of the Minotaur, and engaged the Franklin of eighty guns, laying on her starboard bow; this ship bore the flag of Rear-admiral Blanquet du Chelard, second in command. Next came the Majestic, commanded by the gallant Westcott, who fell in the action. He engaged the Heureux on her starboard bow, while he received the fire of the Tonnant, which lay astern of the L'Orient: the heavy fire from her two powerful opponents was almost an overmatch for the Majestic, and Westcott fell in the heat of the battle. The command fortunately devolved on Mr. Cuthbert, the first lieutenant, who supported his own and his country's honour to the end of the day.

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The Swiftsure and Alexander, commanded by Captains Hollowell and Ball, having been sent early in the morning to look into the port of Alexandria, did not come to action till late in the evening: these ships would inevitably have got on shore upon the reef, on the western side of the bay, but for the accident which had previously placed the Culloden there. The unlucky Trowbridge, burning with desire to share in the glorious conflict, beheld the fight from his quarter-deck. It has been said, that this second Nelson resigned himself to despair, and was with difficulty prevented throwing himself overboard: this is a mistake, no man ever possessed himself more fully in the hour of danger than Trowbridge: his ship on shore in a most perilous situation, it was the time of all others for a display of those talents he was known to possess; nor was it without their utmost exertion that he succeeded in saving his ship, and getting her off the reef, on the morning of the 2d of August, with the loss of her rudder, and discharging the incredible quantity of one hundred and twenty tons of water in an hour.

It was eight o'clock at night, and totally dark, when the two ships approached the scene of action. The Swiftsure had got within range of the enemy's guns, when she fell in with the Bellerophon, drifting out of the bay under her foresail and fore-topsail; and having no fighting lights displayed, it was only by a fortunate application of judgment that Hollowell was prevented firing into

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her. At three minutes past eight, says the accurate Mr. Willyams, the Swiftsure anchored, nearly in the spot that had been occupied by the Bellerophon, alongside of L'Orient. Captain Hollowell took his station with a degree of coolness, which, except in that action, has few examples. Having let go his anchor within a cable's length, or two hundred yards, from this French first-rate, he clewed up all his sails, and furled them; and then, *and not till then*, opened his fire upon the bows of the Orient and the quarter of the Franklin. About the same time the Swiftsure received a heavy shot in the larboard bow, several feet under water, which obliged them to work her chain pumps during the whole of the action. Following closely, and most zealously supporting his friend, came the Alexander, Captain Ball; passing under the stern of the French admiral, he raked him, and anchored within side, on his larboard quarter, and the battle raged with a fury that no pen can describe, and that never was equalled for science, skill, judgment, courage, and the great object to be gained by one side and defended by the other.

The Leander, Captain Thompson, had gone to the assistance of the Culloden; but finding that no effort could move the ship till she was lightened, he hastened to the scene of action: anchoring his ship across the bows of the Franklin, he raked her with great effect, and was in such a position as to be nearly invulnerable, or occupying what, in modern science, is technically called "the

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point of impunity." Four ships in the enemy's van had now surrendered, the battle had lasted three hours, and continued in the centre, with heroic bravery, on both sides. At three minutes past nine, a fire broke out in the cabin of the Orient, and, dreadful as it may appear, Captain Hollowell ordered as many guns as could be spared to fire upon that part of the ship, the marines, from the poop, under the command of Captain Allen, pouring in, at the same time, volleys of musketry. This we own was a painful duty; but the enemy was not subdued, and there could be no alternative. Captain Ball, in the Alexander, kept up his fire, on the other side, to the same point: thus situated, valour was unavailing. The gallant Bruies, thrice wounded, still kept his post, and encouraged his men to extinguish the flames, until a cannon ball cut him in two as he stood on the arm chest. His captain, Casa Bianca, fell by his side; and the ill-fated L'Orient was now given up to the flames, which, having spread along the decks, mounted the rigging with uncontrollable and terrific rapidity; the whole noble fabric was one blaze, fore and aft, from the mast-heads to the water; hundreds of the crew committed themselves to the waves, hoping to escape the severer fate of being burnt alive; many sunk, some swam to our ships, ropes, spars, gratings, and any buoyant object was thrown to their assistance, and every endeavour used by the British sailors to save their suppliant adversaries; a few of whom (the first lieu-

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tenant, commissary, and ten men) were drawn into the lower deck ports of the Swiftsure, while her own fate, and that of the Alexander, "stood trembling on the balance."

Mr. Willyams says, the Swiftsure was anchored within half pistol shot of the burning ship: this is an indefinite term, there being a variety of pistols; and few are agreed as to the precise distance they will carry: but we should say that the nearest space from the Swiftsure to the L'Orient was between one and two hundred yards; and, considering that the explosion of the magazine was momentarily expected, it is impossible to describe the dreadful suspense and awful expectation of the officers and men of the Swiftsure and Alexander. Captain Hollowell was to windward of the burning ship, and no persuasions could induce him to move. Captain Ball, being to leeward, was in greater danger, and was twice set on fire by the splinters from the Orient, which still kept firing from her lower deck. At thirty-seven minutes past nine the flames communicated to the magazine, and she blew up "with a crashing sound, that deafened all around her:" what must that crash have been to tear asunder the oak-beams and ribs of a ship of her size, to snap the shrouds and stays which secure her lower mast, and scatter the whole component parts of a first-rate ship as chaff before the whirlwind! The vibration of this explosion was felt to the very keels of the ships, and the burning fragments fell for some moments upon

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the decks of the Swiftsure and Alexander. A port-fire fell into the main-royal of the latter, and two large pieces of burning wreck into the main and fore-tops of the former; but the whole was extinguished without any accident. There was no British bosom, at that moment, but suffered the deepest sorrow and commiseration for the brave, though fallen enemy. Nelson, who was wounded and taken below, was informed by Captain Berry of the sad conflagration, and long before the explosion the hero was on deck giving orders to man every boat for their relief: after every exertion, not more than seventy could be saved. During this eventful scene, the contending fleets had mutually paused from dealing destruction to each other; but this cessation lasted only a few minutes, and the firing, recommenced by the French, was instantly returned by the English. The Franklin, bearing the flag of the second in command, now senior officer, began to fire on the Defence and Swiftsure; but these ships and the Leander soon compelled her to surrender. The Alexander, Majestic, and, occasionally, the Swiftsure, engaged the Tonnant and her seconds astern. All a-head of her had surrendered. At three o'clock in the morning of the 2d, the action was suspended, but renewed at four, when the Majestic and the Alexander attacked the rear of the enemy's line, consisting of the Tonnant, Guillaume Tell, Genereux, and Timoleon. Miller, of the Theseus, joined himself to these; he, as yet, had received but little

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damage, and the Leander, at six o'clock, was ordered by signal to assist the ships engaged: her captain obeyed with the greatest alacrity. The enemy were now cutting their cables, and dropping to leeward. At eight o'clock the Goliath joined the rest of the combatants, when the Heureux and the Mercure were obliged to submit. The Timoleon was on shore, and the Tonnant a complete wreck. At twelve o'clock Rear-admiral Villeneuve, in the Guillaume Tell of eighty guns, weighed, or cut his cable, and made sail: he was followed by the Genereux of seventy-four guns, and the frigates Diane and Justice. Nelson had no ship in any condition to follow them, except the Zealous. Hood gallantly went in pursuit; but, after exchanging a few broadsides, he was recalled from the unequal contest. It was not till the morning of the 3d, that the action was completely terminated, by the surrender of the Tonnant and burning of the Timoleon. Thus ended the memorable battle of the Nile, in which it appeared that "every man did his duty." After having provided for the cure of his wounded men, the first act of the pious chief was to return thanks to the Almighty for this signal victory.

The most palpable and fatal error of the French admiral in this action was, allowing his rear ships to remain at anchor until attacked by her enemy: all to leeward of the Franklin (even the frigates) should have weighed and worked up to support their van, instead of lying still and being beaten

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in detail—we conceive that the same number of British ships might be so moored in the bay of Aboukir, as to bid defiance to almost any fleet that could be brought against them.

Considering the battle of the Nile as the greatest, both in itself and its consequences, of any naval engagement recorded in history, we deem it right to offer a few remarks upon the political effects resulting therefrom.

The object of this great armament was the total destruction of our empire in India; and the means proposed for effecting it seems to have been the marching an army across the Isthmus of Suez, and seizing the vessels of the country, or constructing others on the shores of the Red Sea, to transport troops down that gulf, and, crossing the Indian Ocean, land on some part of the coast of Malabar, where the enemy expected (and probably with great reason) an active co-operation from some of the discontented native powers.—Such were the views of the directory; and Napoleon Bonaparte was selected as the man most fit to carry their plans into effect, not only from his known intrepidity, but because, from his great successes in Italy, they began to be jealous of his popularity with the soldiers.—They flattered themselves that they should either get rid of a powerful rival, or achieve the conquest of our remote possessions, whence they supposed we derived all our wealth, and, consequently, all our power. Bonaparte, by landing his army, had secured to himself

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the possession of Alexandria, overawing the neighbouring country, and levying vast contributions of corn, cattle, and money. Such an interloper could not fail of exciting the fears and jealousies of the natives; and thence their rejoicings at the destruction of the enemy's fleet—they saw that, whatever was the power of their invaders, there was a power still superior to them, and they turned all their hopes of deliverance upon the nation who had humbled their conquerors.

Deprived of the ships on which Bonaparte depended for his future supplies and reinforcements, the advance of his army was in a great measure impeded. Alexandria was blockaded by sea, his despatches interrupted, all communication cut off between himself and his country; while beset by a savage and vindictive enemy, who on land, on every occasion, put to death and harassed his troops in such a manner as to give him constant and serious alarm.

A boat, or small vessel, attempted to sail for Toulon, charged with despatches; she was taken, and by the papers found on board, both of a public and private nature, we were put in possession of the state of the French army. Their feelings on beholding the destruction and capture of their fleet, the moral certainty of their never again seeing their native country, the dearth of provisions, the want even of the common necessaries of life, were the incessant burden of their letters; and madness and despair had taken en-

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tire possession of this once formidable force, cooped up in a dry and sandy desert, with plague, pestilence, and famine, surrounding them: such was the result of all the golden hopes and promises held out by their general when they quitted Toulon, and such were the fruits of one of Nelson's victories. Two ships of the line and two frigates out of this fleet escaped from the Nile, but only for a short time. The Genereux and the Guillaume Tell very soon after were led in triumph to British ports.

Our government had taken such precautions, that an army from India actually landed at Suez, and met the French in Egypt. Sir David Baird commanded this force, and we shall soon record its success.

On the 18th of August, Captain Thompson, in the Leander, having on board Captain Berry of the Vanguard, who was charged with the despatches to the Earl of St. Vincent at Gibraltar, was intercepted on his passage off the west end of Goza, near the island of Candia, where he fell in with a French seventy-four: the Leander being eighty men short of complement, besides having many wounded from the fleet, Captain Thompson naturally wished to avoid an action with such superior force; but finding the enemy outsailed him, he determined to try the fortune of war. At nine in the morning the French ship had ranged within half gunshot, when the Leander's luffed up, brought her broadside to bear, and commenced a vigorous

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cannonade. The ships continued nearing each other until half past ten, keeping up a constant and heavy fire—Captain Thompson was at this time so much disabled in his sails and rigging, that he could not prevent the enemy laying him on board on the larboard bow, where he remained for some time, making many attempts to board the Leander, but was constantly repulsed by the noble conduct of the marines, who, from the poop and the quarter-deck, under the command of a serjeant, kept up such a well-directed fire on the assailants, that they were driven back. The fire from the great guns was all this time continued with the same spirit, and a light breeze giving the ships way, enabled the Leander to steer clear of her opponent, and soon after luffing up under his stern, and passing him within ten yards, distinctly discharged every gun into her.—The water was at this time perfectly smooth, the wind had ceased, the ships were close to each other, and the firing continued with unabated vigour until half past three in the afternoon, when the enemy crossed the Leander's bows, and placed himself on her *starboard* side, where her guns were nearly all disabled from the wreck that had fallen; this produced a cessation of fire, and the French Captain hailed to know if his gallant opponent had surrendered?

The Leander was at this time totally unmanageable, not a stick standing but the shattered remains of her fore and main masts and the bowsprit, her hull cut to pieces, and her deck covered

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with the dead and the wounded; the enemy, who had only lost his mizenmast, was now taking a position across her stern. In this defenceless situation, Captain Thompson consulted his friend, Captain Berry, and both agreed that farther resistance was useless, if not impracticable, and the colours were hauled down, when the ship was scarcely able to float.

The ship which had thus, after so severe an action, taken this little fifty, was Le Genereux of seventy-four guns, having on board nine hundred men, *one hundred* of whom fell in this action, and *one hundred and eighty-eight* wounded. She was commanded by Monsieur Lejoille, chef de division, and was the rear ship in the French line, at the battle of the Nile, in which she had but little share. The Leander, out of three hundred and forty-three men, had thirty-five killed, and fifty-seven wounded. The Genereux, leaving her shattered prize at Corfu, arrived at Trieste. Captain Thompson, whose letter is dated from on board the Lazaretto at that port, was badly wounded: we shall soon see him again in an action equally brilliant, and more successful.—On his arrival in England he was tried by a court-martial for the loss of his ship, and acquitted with the highest encomiums that any court could pronounce on the character of an officer; after which he received from his Majesty the honour of knighthood, and the grateful citizens of London presented him with the freedom of their corporation in a gold box.

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The despatches with which Sir Edward Berry was charged were of course consigned to the deep; and it was not till the arrival of the Honourable Captain Capel with the duplicates, that the British government had any certain intelligence from the hero of the Nile.

We have always felt pleasure in rendering justice to the merit of our enemies, whether for valour in action, or humanity to their prisoners. In the present instance we are compelled to speak in harsh terms of the Captain of the Genereux for a violation of truth towards a subdued and gallant enemy, and for egotism and vain boasting, quite unbecoming the character of a brave man. To support these assertions we shall present our readers with the letter of Citizen Lejoille. Had a British officer written such a letter, he must, if not immediately dismissed from the service, have sunk under the ridicule and contempt of his profession.

When Captain Jervis, in the Foudroyant, took the Pegasse, the French captain wrote to the minister of the marine, pretending to give an account of the transaction; and having shewn the letter to Captain Jervis, asked his opinion: the British captain replied, that he saw but one objection, namely, "that not one word of it was true." "Mais (said the Frenchman) il faut se justifier;" "But I must justify myself." He therefore sent the letter, and very soon after his arrival at Brest was publicly and ignominiously dismissed from his ship, and

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from the navy. We leave the application of this anecdote to the writers of fabulous reports; for the information of such of our readers as are not conversant in naval affairs, we need only observe, that the Leander mounted fifty guns, viz. twenty-two twenty-four pounders on her lower deck, twenty-two twelve pounders on her main deck, and eight nine pounders on her quarter-deck and forecastle, and had on board three hundred and forty-three men, when she began the action. The force of the Genereux, independently of the superior size of her timber and her complement of seven hundred men, was as follows:—On her lower deck thirty thirty-six pounders, equal to forty English pounds; main deck, thirty eighteen pounders; quarter-deck and forecastle, eighteen twelve pounders, or forty-two pound carronades. We have stated the complement of the Genereux at seven hundred men, though we believe she had on board two hundred supernumeraries which escaped from the Timoleon. We add, with concern, that the brave crew of the Leander were ill-treated in captivity.

Letter of Citizen LEJOILLE to the Minister of the Marine.

Genereux, Corfu, Sept. 8, 1798.

I have the pleasure to announce to you my arrival at Corfu. I have been here for some days past, having brought in the English ship Leander of seventy-four guns, which I met near the isles of Goza and Candia, about a league from the shore. This ship had been sent to carry despatches from Bequiers-road,*

* Aboukir is meant.

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where the English had attacked us on the 1st of August. We were at anchor; but in a position certainly not very secure for our squadron: of this bad position they took advantage, and having placed us between two fires, a most dreadful slaughter took place, the ships not being at a greater distance than pistol-shot, and at anchor. From the circumstance of the wind, with relation to the English ships, we should have been superior in the contest, if L'Orient, our Admiral's ship, had not blown up in the air, which threw us all into disorder; as to avoid the flames that had already reached Le Tonnant, every vessel was obliged to shift its station. Having, however, placed my ship in a situation favourable to the direction of its cannon, I fought her until three in the morning of the following day to that which, at ten in the evening, L'Orient blew up.

By a singular accident I missed having a broadside at Captain Darby, who sailed with us in the last war from the Cape of Good Hope to Cadiz. His ship, the Bellerophon of seventy-four guns, sailed past me about half past ten in the evening, having lost her main-mast and mizen-mast. I fired three of our shots at her, which carried away the mast she was hoisting, and struck away one of the lanterns of the poop. I immediately ordered one of my officers to go in pursuit of, and to bring on board of my ship, the captain of this ship; but in half an hour afterward, when I was about to send my boat on board her, the fire from several English ships being directed against me, compelled me rather to think of answering their guns than of taking possession of the other ship; and the slow manner in which the officer, whom I had despatched, proceeded to execute my orders, was the cause of my failing to take possession of this other ship.

As to the Leander, I was obliged to fight her for nearly four hours and three quarters. She carries seventy-four guns, twenty-four and thirty pounders on her lower-deck, and twelve pounders on her upper. I should have made myself master of her in less than an hour, had we been at close fighting: during the engagement we boarded her, and I should have succeeded in making a prize of her by boarding, if I had had a more active crew.

(Signed) LEJOILLE, JUN.

The letters of Nelson, which we now present, will be found to exceed the last in modesty and

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correctness; as much as the writer in his heroic achievements was superior to Mons. Lejoille. We insert them here, as more strictly appertaining to the Mediterranean command.

LONDON GAZETTE EXTRAORDINARY.

Admiralty-office, Oct. 2, 1798.

The Honourable Captain Capel, of his Majesty's sloop Mutine, arrived this morning with despatches from Rear-admiral Sir Horatio Nelson, K.B. to Evan Nepean, Esq. secretary of the admiralty, of which the following are copies.

Vanguard, mouth of the Nile, August 7, 1798.

SIR,

Herewith I have the honour to transmit you a copy of my letter to the Earl of St. Vincent, together with a line of battle of the English and French squadrons, also a list of killed and wounded. I have the pleasure to inform you, that eight of our ships have already topgallant yards across, and ready for any service; the others with the prizes will soon be ready for sea. In an event of this importance, I have thought it right to send Captain Capel with a copy of my letter (to the Commander-in-chief) over-land, which I hope their lordships will approve, and beg leave to refer them to Captain Capel, who is a most excellent officer, and fully able to give every information; and I beg leave to recommend him to their lordships' notice.

I have the honour to be, &c.

HORATIO NELSON.

P. S. The island I have taken possession of, and brought off the two thirteen-inch mortars, all the brass guns, and destroyed the iron ones.

Evan Nepean, Esq.

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Vanguard, off the mouth of the Nile,
August 3, 1798.

My Lord,

Almighty God has blessed his Majesty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at sun-set on the 1st of August off the Mouth of the Nile. The enemy were moored in a strong line of battle for defending the entrance of the bay of Shoals, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van; but nothing could withstand the squadron your Lordship did me the honour to place under my command. Their high state of discipline is well known to you, and with the judgment of the captains, together with their valour, and that of the officers and men of every description, it was absolutely irresistible. Could any thing from my pen add to the characters of the captains, I would write it with pleasure; but that is impossible.

I have to regret the loss of Captain Westcott of the Majestic, who was killed early in the action; but the ship continued to be so well fought by her first lieutenant, Mr. Cuthbert, that I have given him an order to command her, till your Lordship's pleasure is known.

The ships of the enemy, all but their two rear ships, are nearly dismasted; and those two, with two frigates, I am sorry to say, made their escape, nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it; but I had no ship in a condition to support the Zealous, and I was obliged to call her in.

The support and assistance I have received from Captain Berry cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck, but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the Commander-in-chief being burnt in the L'Orient.

Herewith I transmit you lists of the killed and wounded, and the lines of battle of ourselves and the French.

I have the honour to be, &c.

HORATIO NELSON.

To Admiral the Earl of St. Vincent,
commander-in-chief, &c. &c. &c.
off Cadiz.

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Line of battle.

Ships.	*Commanders.*	*Guns.*	*Men.*	*Killed.*	*Wounded.*
Culloden	Capt. T. Trowbridge	74	590	—	—
Theseus	—— R. W. Miller	74	590	5	30
Alexander*	—— A. J. Ball	74	590	14	58
Vanguard*	Rear-admiral Sir Horatio Nelson, K. B. Capt. Edward Berry	74	595	30	75
Minotaur	—— T. Louis	74	640	23	64
Leander	—— T. B. Thompson	50	343	—	14
Swiftsure	—— B. Hollowell	74	590	7	22
Audacious	—— D. Gould	74	590	1	35
Defence	—— John Peyton	74	590	4	11
Zealous	—— Samuel Hood	74	590	1	7
Orion*	—— Sir J. Saumarez	74	590	13	29
Goliath	—— Thomas Foley	74	590	21	41
Majestic	—— B. Westcott	74	590	50	143
Bellerophon	—— H. D. E. Darby	74	590	49	148
La Mutine	—— T. M. Hardy	14	—	—	—
	Total			218	677

French line of battle.

Ships.	*Guns.*	*Men.*
Le Guerrier	74	600 taken
Le Conquérant	74	700 taken
Le Spartiate	74	700 taken
L'Aquilon	74	700 taken
Le Souverain Peuple	74	700 taken
Le Franklin	80	800 Blanquet, first contre-admiral, taken
L'Orient	120	1010 Bruies, admiral and commander-in-chief, burnt
Le Tonnant	80	800 taken
L'Heureux	74	700 taken
Le Timoleon	74	700 burnt

* With him off Toulon; all the others joined with Trowbridge.

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Ships.	*Guns.*	*Men.*
Le Mescure	74	700 taken
Le Guillaume Tell . .	80	800 { Villeneuve, second contre-admiral, escaped
Le Généreux	74	700 escaped

Frigates.

La Diane	48	300 escaped
La Justice	44	300 escaped
L'Artémise	36	250 burnt
La Sercieuse	36	250 dismasted and sunk.

The Artémise, after surrendering, was set on fire by her own crew,—an act of perfidy which cannot be too severely reprobated; but as it might not have been by order of the Captain, we shall not stain his memory with the reproach. With the name of this ship, Mr. Willyams* couples another deed, still more black and inexpiable, viz. that of her former captain having put to death the master, his son, and nine men belonging to an English vessel: the charge, if substantiated, we must lay to the account of the national convention, which at that time (1793) was labouring under revolutionary mania; but to give this foul transaction the proper stamp of veracity, we require the name of the vessel, and of all the parties concerned, together with the date, latitude, and longitude.

The Culloden, having run on shore upon the

* See his Voyage to the Mediterraneau, p. 57.

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reef early in the afternoon, was not in the action. Trowbridge, it appears, had no chart of the bay, which the other ships had. The accident almost broke the heart of her gallant commander; but Nelson assured him, that no man could better afford to lose the laurel of that day. Trowbridge, as soon as he was afloat, exerted himself for the good of the service, and rendered all the assistance in his power to the sick and wounded, friends and foes. On the arrival of the despatches in England, among other marks of attention to the Admiral, commissions were sent out to the first lieutenants of all the ships *engaged*. This seemed to preclude the Culloden, and produced the following letter from Earl St. Vincent to Earl Spencer. Let the impartial reader judge whether its author was or was not the real friend of the navy:—

Rosia-house, Gibraltar,
Nov. 25, 1798.

My Lord,

Your Lordship's distinction touching the first lieutenant of the Culloden is very just; for it certainly would establish a precedent liable to great abuse. Having admitted thus much, I beg leave to remind you of the very eminent services of the Culloden: after she took the ground, the promptitude of making the signal to avoid the danger, prevented the Alexander and Swiftsure from being inevitably wrecked thereby, contributing largely to the ultimate glorious success. The Culloden made one hundred and twenty tons of water an hour, yet, by the astonishing resources of her captain, and the happy manner he possesses of making his officers and men think and act like himself, the ship was preserved, and her damages have been since repaired at Castel del Mare; nor was Captain Trowbridge's attention entirely taken up with his own ship, when in such critical circumstances off the Nile; for after the action he

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obtained sheep and other refreshment for the wounded men of the fleet; conducted the exchange of prisoners, and assisted in jurymasting our own dismantled ships and prizes.—I therefore shall obey your Lordship's commands with inexpressible satisfaction. I have already gratified him highly, by making his clerk purser of the Seahorse; this and the promotion of his first lieutenant having been nearest his heart. Permit me to name Captain Robert Cathcart, of the royal navy, senior lieutenant of the Bellerophon, as an officer highly deserving the reward which would have been the lot of Mr. Daniel, had he survived the action. The wording of the Secretary's letter, upon these occasions, confines the Commander-in-chief to give the commissions to those only who were first lieutenants at the commencement of the action; but it appears to me that it is the fair inheritance of the surviving senior lieutenants.

I have the honour, &c.

ST. VINCENT.

Earl Spencer.

In a letter to the Countess of Spencer, the Admiral observed, "that the administration of her Lord had been the most auspicious to his Majesty's arms of any upon record; and he considered the battle of the Nile the greatest ever gained at sea—he compares it to that fought by Sir George Byng, in the Pharo of Messina, and only claims the credit of having selected the gallant band who had achieved the victory." With justice his Lordship adds, "I pride myself in preserving the health of the crews of the fleet, and in maintaining strict discipline when surrounded by factious spirits in the lower orders, and discontents among the higher classes."

He then addressed two letters to Mr. Nepean, the one public, the other private.

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Le Souverain, Gibraltar,
Dec. 28, 1798.

SIR,

I observe that in the close of your letter of the 2d ultimo, wherein you communicate the permission given me, by the lords commissioners of the admiralty to return to England, leaving the command of the fleet in the Mediterranean to the next flag-officer in succession; and that I am not to avail myself of this indulgence, unless my health absolutely requires it, which not being the case at present, I shall conform myself to the pleasure of their lordships, until a return of the complaint I am subject to, compels me to relinquish the command. When I conclude, I am at liberty to go to Spithead, in the Ville de Paris.

I am, Sir, &c.

E. Nepean, Esq. ST. VINCENT.

Le Souverain, Gibraltar,
Dec. 28, 1798.

MY DEAR NEPEAN,

Under the restriction at the close of your letter of leave, I dare not go to England; in truth, I am at this moment able to go through more fatigue than any officer on this rock, or, I believe, in the fleet,—yet as I approach my *sixty-fourth year*, and have never spared myself, I cannot long expect to be equal to the exertion the great scene now before me requires.

ST. VINCENT.

While the immortal Nelson was pursuing his flying enemy in the eastern part of the Mediterranean, one or two incidents happened in the west deserving of attention.

On the 27th of June, Captain Foote, in the Seahorse of thirty-eight guns, eighteen pounders, captured La Sensible, French frigate, of thirty-six guns, and three hundred men: she had on board a general of division (Beraguay d'Hilliers), and was bound to Toulon, to give an account of the capture of Malta. The Sensible had eighteen killed and

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thirty-five wounded, the Seahorse two killed and fifteen wounded.

On the 15th of July, Captain Manley Dixon, in the Lion of sixty-four guns, fought a very gallant action with four Spanish frigates off Carthagena, and succeeded in capturing one of them, called the Santa Dorothea, of thirty-six guns, and three hundred men; the others made their escape: the Lion had only one man wounded.

Lieutenant Loftus Otway Bland, in his Majesty's brig the Espoir, having charge of a convoy bound to Oran, fell in, off Malaga, with a Ligurian pirate of very superior force; and, in order to save his convoy, brought her immediately to action, which lasted four hours, when the enemy was compelled to surrender, having seven killed, and fourteen wounded. In this action the master of the Espoir was killed, and five men were wounded. The prize was called the Liguria; she had been a Dutch frigate sold to the Genoese, carrying twelve long eighteen pounders, four twelve pounders, ten six pounders, twelve long wall-pieces, and four swivels, manned with one hundred and twenty men.

L'Espoir was a small brig of fourteen six pounders and seventy men. Lieutenant Bland was most deservedly promoted to the rank of commander and post-captain.

Captain Hollowell, of the Swiftsure, having picked up, after the action, a part of the mainmast of the Orient, had it converted into a coffin, which he sent to Nelson with the following letter:—

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Swiftsure, Aug. 1798.

SIR,

I have taken the liberty of presenting you with a coffin, made from the mainmast of L'Orient, that, when you have finished your military career in this world, you may be buried in one of your trophies; but that that period may be far distant, is the earnest wish of your sincere friend,

B. HOLLOWELL.

Sir Horatio Nelson,
rear-admiral of the blue, &c. &c. &c.

Having, on the 18th of August, refitted his ships, and directed Sir James Saumarez, the second officer in command, to see the prizes in safety to Gibraltar, and left Hood in the Zealous, with four sail of the line, and two frigates, to blockade Alexandria, Nelson proceeded in the Vanguard to Naples, where he was received by the King and people with every mark of gratitude and respect. His Majesty conferred upon him the title of Duke of Bronte and Sicily, with an income of 3000*l.* a-year. The Grand Seignior presented him with a diamond aigrette and chelengk, or plume of triumph, taken from the royal turban, together with a rich sable pelisse: he also directed two thousand chequins to be distributed among the British seamen wounded at the battle of the Nile. The mother of the Sultan presented the Admiral with a rose, set with diamonds, of great value; and the island of Zante sent him a sword and a gold-headed cane, as an acknowledgment, that to him they owed their liberation from the power of France.

Amongst the letters from the French, which were intercepted by the fleet under Sir Horatio

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Nelson, was found the following from Rear-admiral Gantheaume, to Admiral Bruix, minister of marine and of the colonies.

Alexandria, Aug. 23.

CITIZEN MINISTER,

Obliged to give you an account of the most fatal of disasters, it is with piercing and heartfelt sorrow that I acquit myself of this melancholy part of my duty.

Eleven sail of the line taken, burnt, and lost for France; our best officers killed or wounded; the coasts of our new colony laid open to the invasion of the enemy: such are the dreadful results of an engagement which took place on the night of the 1st instant, between our fleet and that of the English, under the command of Admiral Nelson.

From the experience which you had, Citizen Minister, in our ports during the course of this war, it will, doubtless, be easy for you to judge, whether the crews of a fleet so hastily fitted out as ours, could be reasonably expected to be well composed; and whether we could hope to find amongst men collected at random, as it were, almost at the very instant of our departure, able mariners, and skilful and experienced gunners. The favourable season, however, the care and attention of the officers, and, perhaps, a certain portion of good luck, seconded the progress of the fleet so effectually, that, together with its convoy, it reached the coast of Egypt without any accident whatever.

The Admiral has most assuredly informed you, that on our arrival at Alexandria, we learned that an English squadron of fourteen sail had been there three days before us. It would have been the most prudent step, perhaps, to have quitted the coast the moment the descent had been effected; but the Admiral, who waited for the orders of the Commander-in-chief (whose army naturally received a great degree of confidence from the presence of the squadron), did not think himself justified in quitting the coast, but took, on the contrary, a strong position in the anchoring ground of Bequiers.

This road, by its proximity to Rosetta, enabled him to receive on board the necessary supplies of the fleet, and to replace, though with infinite risk and pains, some part of the water that was daily consumed on board. It was therefore unfortunately de-

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termined to moor the fleet in one line, in an open situation, and which could not be protected from the shore.

Fatal intelligence received from time to time, by neutral vessels, announced the return of the enemy's squadron. It had been seen off the isle of Candia, steering to the westward. The conduct of this fleet, which, though superior to ours, had not waited for us before Alexandria, but made sail to the west, while we were effecting our debarkation, which it might easily have thwarted or prevented, unhappily confirmed us in the opinion that it had no orders to attack us, and produced a boundless and fatal security.

On the 31st of July, however, two of the enemy's frigates* reconnoitred us, and on the 1st of August, about two in the afternoon, the whole fleet hove in sight. It was composed of fourteen sail of the line and two brigs. The wind was northerly and rather fresh. They bore down with a press of sail on our fleet, and clearly announced a design to attack us. The measures which the Admiral took on this occasion, the resolution to engage at anchor, and the results of this horrible affair, are detailed in the abstract, which I have subjoined to the present letter; in that I have delineated every circumstance as it appeared to me on this too grievous and too dreadful night.

L'Orient took fire; it was by an accident, which I cannot yet comprehend, that I escaped from the midst of the flames, and was taken into a yawl that was lying under the ship's counter. Not being able to reach the vessel of General Villeneuve, I made for this place, from whence I have now the mortification of transmitting you these melancholy details.

The Franklin, the Spartiate, the Tonnant, the Peuple Souverain, and the Conquerant, are taken. They got their topmasts up, and sailed with the enemy's squadron, which quitted the coast on the 18th of August, leaving here a small division of four ships of the line and two frigates.

The Mercure, the Heureux, and the Guerrier, have been burnt by the enemy. The two first ran aground during the action, and were bilged when they took possession of them.

The Timoleon, incapable of making her escape, was run on shore by Captain Trulet, who set her on fire, after putting all her crew either into his own boats, or into those which were sent him from the rest of the fleet.

* Alexander and Swiftsure are meant.

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The two frigates, the Artémise and the Sérieuse, were destroyed in spite of the enemy's endeavours to preserve them; the first was burnt, and the other sunk.

The sole relics then of this unfortunate armament was comprised in the division of frigates, corvettes, and flutes, which are now at Alexandria; and in that of General Villeneuve, who, by a *bold manœuvre, made his escape from the enemy*. You will see by my abstract, that this latter division is composed of two ships of the line and two frigates, the Guillaume Tell, the Généreux, the Diane, and the Justice. Placed by my rank at the head of that part of our unfortunate remnant which remains here, Admiral Nelson proposed to me to receive the wounded and other prisoners. In concert with General Kleber, commandant of the town, I have acquieseed in his proposition; and three thousand one hundred prisoners, of whom about eight hundred are wounded, have been put on shore since the 6th of August.

By means of this correspondence we have collected some information respecting our personal losses. My pen trembles in my hand, while, in conformity to my duty, I attempt to particularize our misfortunes.

The Admiral, the chiefs of division, Casa Bianca, Thevenard, Du Petits Thouars, are killed, and six other superior officers dangerously wounded. I have not yet been able to procure an exact list of the privates killed and wounded, on account of Admiral Nelson's refusing to send me the commissaries of the captured vessels, with their muster-rolls.

Since the action the enemy are masters of the whole coast, and interrupt all our communications; the other day they captured the Fortune, a corvette, which the Admiral had sent to cruise off Damietta. The English squadron, as I had the honour of mentioning to you above, sailed, it is said, for Sicily, on the 18th instant. The division which is stationed here consists of four seventy-fours and two frigates.

On account of the extraordinary care which the English always take to conceal their loss of men, we have been able to procure no information on the subject that can be relied on. We are assured, however, that Admiral Nelson is dangerously wounded in the head, and that two captains are killed; we are also told that two of their ships, the Majestic and the Bellerophon, had each one hundred and fifty men killed and wounded.

In the situation in which we are, blocked up by a very supe-

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rior force, I am still ignorant, Citizen Minister, what measures we shall pursue with the feeble maritime resources that yet remain to us in this port; but if I must needs speak the truth, such as it really appears to me, I then say, that, after so dreadful a disaster, I conceive nothing but a peace can consolidate the establishment of our new colony. May our governors procure us a solid and honourable one.

I am, with respect,

GANTHEAUME.

The overbearing directory, after having despatched the armament under General Bonaparte, had endeavoured by sending Garat to Naples to deceive the King, and induce him to keep upon terms with their corrupt and insidious government. By the surrender of Turin the continental dominions of Sardinia were now completely in their power, and Victor Emanuel forced to retire with a few followers to the island of Sardinia, now all that remained of his possessions.

The union of Helvetia to France induced Austria and Naples, allied in blood as in misfortune, once more to appeal to arms and violate the treaty of Campo Formio.

France, in the mean time, was concentrating her troops in the vicinity of Rome, and an attack upon Naples appeared to be no distant event. Preparations being made to repel the blow, the French were greatly offended at the bare suspicion of their want of faith. In this state of things the Genereux, after having taken the Leander and left her at Corfu, arrived at Trieste early in September; and the account of the victory of the Nile,

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having reached the councils of the princes of Europe, caused a considerable change in their sentiments and negotiations. The Maltese, who had received the French as friends at their first landing, now revolted, and drove the troops into the garrison, where they kept them in close blockade until a British force arrived to second the inhabitants, and finally succeeded in expelling their intruding visitors.

Before the British fleet had destroyed that of France at the mouth of the Nile, the French army had reached the shore in safety. The transports, to the number of three hundred, with many frigates, had entered the port of Alexandria, and landed all their artillery and field equipage. The victorious Bonaparte, with his usual success, had made himself master of that city and Grand Cairo; and the events, which were to dislodge the French from these strong holds, were as stupendous and perhaps more bloody than the battle of the Nile.

The old or western harbour of Alexandria is the only one on the coast of Egypt capable of containing ships of war; it is six miles in extent from east-north-east to west-south-west, and in some places a mile, in others not half a mile wide. The whole of the French fleet, with all their transports, might have lain within it in perfect security from any attack; but there was not water enough on the bar to admit of the Orient; the depth, indeed, was sufficient, but the channel was not wider than the dock of a seventy-four gun ship: it was on

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this account only that the intention of taking the fleet in was abandoned.

The harbour is open to the north-west winds, but the sea is much broken off by a reef of rocks and sands occupying the whole front from the two horns of the bay. It was surveyed with great accuracy by Mr. Thomas Mann, master of his Majesty's ship the Tigre, in 1807, when under the command of Captain (now Sir B.) Hollowell. The depth of water in the harbour is from five to ten fathoms; the main channel is exactly in the centre, and extremely narrow, the least water in it being five fathoms; there is another channel about a mile to the eastward, but fit only for small vessels. The great mistake of Bonaparte was, not sending the Orient to Toulon, and taking his whole fleet into this port; the campaign, had he done so, would have been very different.

As soon as Nelson could give his attention to the important subject, he despatched Lieutenant Duval, of the Zealous, over-land, to Bombay, with the following letter to the Governor:—

Vanguard, mouth of the Nile,
Aug. 9, 1798.

SIR,

Although I hope that the consuls, who are, or ought to be, resident in Egypt, have sent you an express of the situation of affairs here; yet, as I know Mr. Baldwin has some months left Alexandria, it is possible you may not be regularly informed; I shall therefore relate to you briefly, that a French army of forty thousand men, in three hundred transports, with thirteen sail of the line, eleven frigates, bomb-vessels, gun-boats, &c. &c. arrived at Alexandria on the 1st of July; on the 7th they left for Cairo, where they arrived on the 22d. During their march

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they had some actions with the Mamelukes, which the French call victories. As I have Bonaparte's despatches now before me, which I took yesterday, I speak positively: he says, "I am now going to send off to take Suez and Damietta;" he does not speak favourably of either country or people; but there is such bombast in his letters, that it is difficult to get at the truth; but you may be sure he is only master of what his army covers. From all the inquiries which I have been able to make, I cannot learn that any French vessels are at Suez, to carry any part of his army to India. Bombay (if they can get there) I know is the first object; but I trust the Almighty God, in Egypt, will overthrow these pests of the human race. It has been in my power to prevent twelve thousand men from leaving Genoa, and also to take eleven sail of the line and two frigates; two sail of the line and two frigates have escaped me. This glorious battle was fought at the mouth of the Nile, at anchor: it began at sun-set, and was not finished at three the next morning; it has been severe, but God favoured our endeavours with a great victory. I am now at anchor between Alexandria and Rosetta, to prevent their communication by water, and nothing under a regiment can pass by land. But I should have informed you, that the French have four thousand men posted at Rosetta, to keep open the mouth of the Nile. Alexandria, both town and shipping, are so distressed for provisions, that they can only get them from the Nile by water; therefore I cannot guess the good which may attend my holding our present position: for Bonaparte writes his distress for stores, artillery, and things for their hospital, &c. All useful communication is at an end between Alexandria and Cairo: you may be sure I shall remain here as long as possible. Bonaparte had never yet to contend with an English officer, and I shall endeavour to make him respect us.

This is all I have to communicate; I am confident every precaution will be taken to prevent in future any vessels going to Suez, which may be able to carry troops to India. If my letter is not so correct as might be expected, I trust you will excuse it, when I tell you my brain is so shaken with the wound in my head, that I am sensible I am not so clear as I could be wished; but whilst a ray of reason remains, my heart and hand shall ever be exerted for the benefit of our king and country.

I have the honour to be, &c.

(Signed) HORATIO NELSON.

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On his arrival at Naples, on the 22d of September, he found the Culloden, Alexander, and Bonne Citoyenne. His reception, both by the king and the people, excited the jealousies and the fears of the directory, who began to perceive that, while the Neapolitans and Sardinians were burning with the desire of throwing off their intolerable yoke; while Austria was ready to take the field, in support of these distressed countries, while Holland and Switzerland, and the whole of Germany, were again ready to rise in arms against France, and make common cause with Great Britain: the rash and improvident directory had sent their best generals, their finest army, and their choicest ships, to effect a visionary conquest in Egypt, with a view of finally subduing the country of Hindostan, and another fleet and army to Ireland, upon an equally hopeless expedition. Never since the death of Lewis the Sixteenth had France stood in a more perilous situation; and had the Neapolitan troops possessed the commonest energy of character, Italy might have owed to them her independence. Such was the state of affairs when Captain Thompson of the Leander arrived at Trieste, with the news of the victory of the Nile. It was only by doubtful rumour that the account of this event was at first allowed to spread over Europe. The French, who had taken the bearer of the first despatches, were deeply concerned in keeping the secret for a few weeks. The officer and crew of both the Genereux and the Leander were subjected

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to long quarantine, and little transpired for two months, except that there *had been* a great and decisive battle on the coast of Egypt. The arrival of Captain Capel, however, dispelled all doubt, and the political horizon once more beamed with a ray of hope that the deliverance of Europe, from the scourge of an armed banditti, was at no great distance. Those who had long crouched under despotism, now began to possess courage, and real liberty reared her head, and had nearly destroyed the horrible chimera, which under her form and name had desolated the world. The navies of England and Russia were now in full possession of the Mediterranean; Turkey was favourable to them and hated the French, in whose cause the Spaniards were lukewarm: the Portuguese served with us; Holland was neutral, except in profession, and never did a fairer prospect offer for restoring the balance of power, when General Mack, an Austrian of supposed talent, was sent to command and instruct a Neapolitan army, consisting, at that time, of eighty thousand men, one-fourth of whom were cavalry, and supposed to be in a tolerable state of discipline. The Emperor was hastening through the north of Italy with an immense force to his assistance, and the Earl of St. Vincent, with the British fleet, watched any vulnerable point, where he might make an impression or assist the allied armies. Encouraged, perhaps, by the Queen and Lady Hamilton, Ferdinand supposed himself a hero, and, at the head of his army, with Mack by

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his side, boldly marched to Rome. This premature step was fatal to the cause; the effeminate monarch, and his timid subjects, were beaten by one-fourth part of their number; and the shattered remnant of this useless multitude retreated with precipitation to Naples, and sought refuge under the guns of a British ship of war. The feeble effort, however, had its advantages; France saw that, if she was to retain Italy, she must keep such a force in that country as would render her influence no longer problematical. The king and his people had thrown off the mask, and nothing but the bayonet could keep them in subjection. The movements of the hostile armies drew the British fleet to the coast; Nelson was reinforced, and the Foudroyant, a new eighty gun ship, was preparing to receive his flag; the blockade of Malta was kept up; and the Portuguese squadron, performing part of that duty. Sir James Saumarez, on his way down the Mediterranean with the prizes from the Nile, summoned the island to surrender, but was refused; and, having no means of enforcing his demand, proceeded to Gibraltar. In the mean time the war in the south of Europe assumed a deeper interest, and a tremendous storm was gathering over Italy, to which Russia, Austria, and England, lent their united forces to expel the armies of the republic.

While Captain Hood was employed on the blockade of Alexandria, a circumstance happened which shews the manner in which the French were re-

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ceived in Egypt, and at the same time the generous efforts of the English to save their inveterate enemies from destruction. The Seahorse and Emerald chased a French gun-boat of four guns and sixty men; she anchored close in shore: but as the boats of our ships approached to board her the unfortunate Frenchmen cut their cable, and run into the surf; they had on board General Carrier, and his aid-de-camp, with despatches for Bonaparte. These, with many of the crew who made resistance, were butchered by the Arabs, and we fear under circumstances on which we shudder to think. The whole crew were stripped of their clothes, the commander and seven men made their escape naked to the beach, where our boats having by this time arrived, they begged on their knees to be taken on board. Our sailors swam on shore, with lines and small casks, and at the imminent risk of their own lives succeeded in bringing off these unfortunate men. The Arabs were the people with whom France wished to be at peace—"the ferocious English" she intended to exterminate. How blind is national hatred!

The success which had attended our arms in the east encouraged farther attempts in the western parts of the Mediterranean. The time for landing, or making any effectual movement on the continent, had not yet arrived; but, daily expecting a favourable change in politics, a large disposable force was kept in the neighbourhood of Cadiz and Gibraltar.

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The French having, by a bold manœuvre, made themselves masters of Malta, might be said to command every port in the Mediterranean. The islands of Corsica, Sicily, and Sardinia, being either in their power or under their control, a naval port had become a consideration of the first importance with us, and it is matter of surprise, that the evacuation of Toulon and Corsica did not earlier suggest this obvious necessity. Minorca offered the fairest prospect of success; and an attack upon it was immediately undertaken. The island formerly belonged to Great Britain, having been taken, in the year 1708, by the forces under the command of Vice-admiral Leake and Lieutenant-general Stanhope: it was lost again in 1756, when the unhappy Byng was deprived of life in expiation of his neglect, and the want of proper discernment in the ministers of George the Second. Restored to us at the peace of 1763, it remained in our hands until the Spaniards took it in 1782, and were allowed to retain it by the peace of Paris in the following year.

The Earl of St. Vincent selected a detachment of ships to co-operate with the army, and gave the command of them to Commodore Duckworth. The land-forces were under the command of the Honourable Lieutenant-general Charles Stewart: the number was very small. The ships employed were the Leviathan, seventy-four, Commodore Duckworth; Centaur, seventy-four, Captain Markham; Argo, forty-four, Captain James Bowen;

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Aurora, twenty-eight, Captain Digby; Cormorant, twenty, Honourable C. Boyle; and Petterel, sixteen, Captain Long; with some other small vessels.

The landing was effected on the 7th of November, in the bay of Addaya, the troops being covered by the Argo, while the ships of the line made a feint at Forneilles, where the enemy blew up their works, and the first division of British troops, consisting of eight hundred men, marched in and took possession. Attacked by two thousand Spaniards, they received them so warmly that the enemy retreated, and could not be brought to stand before the British fire. Minorca is mountainous and rocky, consequently, like Corsica, easily defended; but there were no soldiers to oppose us. Mercadel, a very important post, was taken without resistance; the enemy's forces separated, and farther communication between them cut off. Commodore Duckworth had so stationed his ships that they gave the most effectual support to the army, while Colonel Graham marched upon the village of Cindadella, in front of which he established his camp.

In the course of the night, Captain Buchannan, with two hundred and fifty seamen, assisted the artillerymen in bringing forward their guns. Colonel Paget was detached with three hundred men to take possession of the town of Port Mahon. This officer summoned Fort Charles to surrender, took the Lieutenant-governor prisoner, with one hundred and sixty of his men; removed the boom

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which obstructed the passage of the harbour, and gave admission to the Aurora and Cormorant frigates, which had been sent by the Commodore to make a diversion on that side of the island.

The enemy was still in force at Cindadella, but by a well combined movement the place was taken, though we had not more than six twelve pounders; the final capitulation was hastened by the appearance of a British squadron in the offing: the terms of the surrender were, that the island should retain its laws and liberties, civil and religious. While this arrangement was proceeding, Commodore Duckworth, with his squadron, gave chase to four large Spanish frigates, which were coming with a reinforcement. These ships the day before had taken the Petterel, which the Argo recaptured, and Captain Bowen found that the Spaniards had behaved most shamefully to the officers and crew, plundering them of every article, even to their beds. An English seaman was murdered while defending his property, and his body thrown into the sea. When the Petterel had struck to the Flora, another Spanish frigate came up, and resolving to have a share in the honour of the victory, fired a broadside into a surrendered sloop of war! the captain, officers, and crew, of the Petterel were tried by a court-martial, and reinstated in their ship a few days after. The frigates escaped from the Commodore; and the conjoint naval and military operations in the Mediterranean concluded, in the year 1798, with the conquest of Minorca.

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The blockade of Malta was conducted by Captain Ball of the Alexander, having under his orders three ships of the line and three frigates: he was assisted by the Portuguese squadron, under the command of the Marquis de Niza. The whole of these were detachments from the division of Nelson, who had charge of the Mediterranean station, from Naples and Malta to Alexandria, while Lord St. Vincent, as commander-in-chief, was at Gibraltar, whence he issued orders to his cruisers extending from the western islands to the mouth of the Nile and the Dardanelles.

Goza, a small island dependant on Malta, surrendered to Captain Ball on the 28th of October, and was given up to his Sicilian Majesty.

The following is a copy of Nelson's letter to the Earl of St. Vincent on the subject:—

Vanguard, at sea, Nov. 1, 1798.

My Lord,

I have the honour to transmit you a letter received from Captain Ball, dated October 30, together with the capitulation of the castle of Goza, and a list of ordnance, &c. found in it. The prisoners are now embarked in the Vanguard and Minotaur, till I can get a vessel to send them to France. Captain Ball, with three sail of the line, a frigate, and a fire-ship, is intrusted with the blockade of Malta, in which are two sail of the line and three frigates ready for sea: and from the experience I have had of his zeal, activity, and ability, I have no doubt but that, in due time, I shall have the honour of sending you a good account of the French in the town of Valetti.

I am with the greatest respect, &c.

HORATIO NELSON.*

* He had not then heard of his advancement to the peerage.

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The official reports of the capture of Minorca were brought home by Lieutenant Jones, first of the Leviathan; but they are much too minute in detail for insertion in this work.

The Honourable Major-general Stuart thanked Captain Buchannan of the royal navy, and the seamen landed under his command, in public orders, for the cheerful and active assistance rendered to the military in the course of the siege.

We conclude this chapter with the letters addressed by the Earl of St. Vincent to the first lord of the admiralty, and other official characters, relative to the affairs of the south of Europe.

Gibraltar, March 7, 1799.

My Lord,

The just apprehension I was under last evening, of the easterly wind being on the wane, prevented my sending a copy of Lord Nelson's last letter, and an extract of one I received from Commodore Duckworth, by the William Pitt cutter; and it was very fortunate I did not detain her, the wind having this morning come to the westward. Your Lordship will perceive that Lord Nelson thinks the island of Sicily on the eve of a revolution; and Commodore Duckworth is evidently disappointed that he did not receive some mark of royal favour and approbation of his services, when General Stuart was created a K. B., and will I am sure represent me as lukewarm to the profession if I do not at least state his expectations, which, I understand from Captain Digby, are, to be created a baronet. It is certainly very unusual for a person, detached as he was, under a plan and instruction from his commander-in-chief, from which the circumstances attending the enterprise did not require the smallest deviation, to be distinguished in the manner he looks for. Very different was the case of General Stuart, who received his instructions from the Secretary of State for the War Department, and was himself a commander-in-chief. I conclude the Commodore must take his datum from Lord Nelson, although the

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cases differ in an essential degree, the latter being left entirely to his own judgment; for as I neither knew the destination of Bonaparte, nor the probable position the French squadron was likely to be attacked in, I could give no other orders than general ones, positively directing the Rear-admiral to bring the enemy to a decisive action, wherever he met him. Having said this, I certainly shall be very glad to see the ambition of the Commodore gratified; for he is above the ordinary class of sea officers; has acquitted himself entirely to my approbation in every thing, and has upon former occasions attracted the attention of the admiralty board. I therefore leave his pretensions with your Lordship, whose superior judgment and experience in these matters will determine what is right to be done on the occasion.

I have the honour, &c.

Earl Spencer. ST. VINCENT.

Gibraltar, Jan. 24, 1799.

My Lord,

Apprehensive that the board may disapprove of frequent representations of the defects of ships sent out to this station, I have no alternative but to state to your Lordship the extreme peril to which the Prince George and the Princess Royal have been put; by the former, after having been many years copper sheathed, and on shore for several hours in a very dangerous position, not having her copper ripped off, her bottom caulked, and the riders new bolted; and the latter receiving so superficial a caulking, that she leaked alarmingly in Portsmouth-harbour, and made so much water on her passage to Lisbon, that we were obliged to lighten her to come at one considerable ascertained leak. On an inspection in this mole, all her bolts were so loose that they were moved by a common hammer; and had the copper of the Prince George started a little more she must inevitably have gone down; for the oakum in all her seams is rotten, and her butts quite open. I entreat, therefore, that two substantially sound ships may be sent to relieve them as soon as possible; and I wish also for a third to supply the place of the Namur, also complaining, as is the Hector.

I have the honour, &c.

Earl Spencer. ST. VINCENT.

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Gibraltar, Feb. 15, 1799.

My Lord,

Your Lordship will learn, from the communications made by General Acton to Lord Nelson, and by his Excellency's letters to me, copies of which are enclosed, that their Sicilian Majesties and their minister expect farther naval support, which it is morally impossible to furnish; the blockade of Alexandria and Malta, with the protection of the islands of Sicily and Minorca occupying nearly half the force under my command: and I will venture to assert, that no officer in his Majesty's service but myself would have hazarded what I have done. Lord Keith has seventeen ships of the line, and three sloops; some of the former in so crazy a state, they are obliged to come occasionally into the mole to be patched up: we have also had to shift the main-mast of the Edgar, Powerful, and Marlborough, and are driven to our last resources; in truth, the Marlborough could not have been repaired without extracting the iron from those disabled in the action of the Nile. We are without sails, canvas, cordage, oak, elm, or fir-plank; and what is still more alarming, our provisions run very short; unfortunately, Lord Keith has been forced, by blowing weather, to take shelter in Tetuan-bay, and only one ship (the Hector) off Cadiz. The want of frigates to communicate with Lord Nelson and Commodore Duckworth is very distressing: I cannot call the Flora and Caroline from the north-west coast of Spain, as they with the Speedy and Mondovi sloops compose all the force I can give for the protection of the outward and homeward-bound Portugal trade, which has suffered much from the depredations of small French privateers, and a great deal of clamour ensued: ten additional frigates and sloops are absolutely necessary for carrying on the extensive service of this command; and there really should be something like a relief to the ships which form the blockade of Cadiz; some of them have been ten and eleven months out of port, and the health of their crews put to great risk, although it has been hitherto miraculously preserved. In this statement, however incredible it may appear, I do assure your Lordship I have nothing exaggerated, yet I am much more affected by the discontents of Lord Nelson and Captain Trowbridge, the former continuing seemingly determined upon relinquishing his command and returning to England; and the latter in such a state of despondency from the slight he has re-

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ceived, which he terms an indelible disgrace, that I really am put to my wit's end how to act; the arrival of the San Leon (with a commission for his first lieutenant to command her) may operate to pacify him, although he left Palermo in a mood that has given me inexpressible pain.

I have the honour, &c.

Earl Spencer. ST. VINCENT.

Gibraltar, Feb. 28, 1799.

SIR,

Nothing less than giving the rank of post-captain to Captain Newhouse can repair the unheard-of and unmerited injury and injustice done to him, and the outrage offered to me; which (although I am persuaded was not seen at the moment) has produced an effect here highly prejudicial to his Majesty's service: the sure concomitant of every measure that tends to diminish the weight and importance of a commander-in-chief at all times, more especially when he has to contend against the factious discontents of the higher, and the mutinous spirit of the lower orders.

I have the honour to be, Sir,

Your most obedient, &c.

Rear-admiral Gambier. ST. VINCENT.

Le Souverain, Gibraltar, March 5, 1799.

SIR,

I enclose, for the information of the lords commissioners of the admiralty, the copy of a letter I yesterday received from Don Roderigo de Souza Continho, with my answer thereto; I shall in a few days send up to Rear-admiral Lord Nelson the necessary instructions, for carrying the command of his Royal Highness the Prince of the Brazils into execution.

Their lordships will be aware, that the retiring of the Portuguese auxiliary squadron will make a great chasm in the defence of the island of Sicily; for Lord Nelson has not a greater number of British ships of war than are necessary to the blockades of Alexandria and Malta. Could he have given a few more to the latter, the assault, in all probability, would have succeeded: and as from the active spirit of the French, it may be reasonably

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expected that they will attempt to throw troops across the channel, between Calabria and Sicily, I submit to their lordships the urgent necessity of a reinforcement in frigates and sloops of war, for if they once get footing in the island it will be lost.

I am, Sir, &c.

Evan Nepean, Esq. ST. VINCENT.

Gibraltar, Feb. 18, 1799.

MY DEAR NEPEAN,

I had a conversation with Major Godfrey yesterday on the subject of your letter by him, and I have written to General Stuart assuring him, that should he continue on the island of Minorca, I will endeavour to remove every obstacle to his ease and comfort, and I referred him to the Major for the rest, having fully explained to him the difficulty I should have in finding an officer of sufficient rank to command the squadron, free from prejudices, and qualified to be intrusted with the naval defence of the island. Between you and I there is no such person here, except Lord Keith, and the squadron is not of size for a vice-admiral, without putting Lord Nelson under his command, which would revolt his feelings, and the squadron before Cadiz be deprived of the only man capable of commanding it. For I must continue to reside on this rock, or the operations of the detached squadrons will be cramped and in danger of starving, if I am not in the way to supply their wants, and to decide with promptitude upon the various exigencies which must daily arise; both Major Gifford and myself are of opinion that the General will embark as soon after the arrival of the William Pitt, cutter, as he consistently can; and I have no doubt the necessary arrangements are made, and instructions drawn for the next in command: he has written me several letters expressive of this determination; the air of Mahon being very pernicious to his gouty habit, and affecting his spirits dreadfully. I have, in consequence of these letters, directed Commodore Duckworth to hold a frigate ready for his conveyance. Sir James St. Clair is an honest man, and will adhere strictly to all General Stuart's maxims. I am not a judge of his military talents and fitness for so critical and important a trust; where you will find a better I know not: for if a money-making man is sent, the island will not long remain in our possession. Brigadier Stuart,

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Colonel Graham, and Colonel Paget, are very great characters; there are some good field-officers, and a very martial spirit has been happily infused into the whole line, at which no man (since the days of Wolfe) has such a knack as General Stuart.

E. Nepean, Esq. ST. VINCENT.

Gibraltar, March 15, 1799.

MY DEAR NEPEAN,

The weakness of * * * in the character of president of a court-martial, exceeds that of * * * if possible; add to this, that Joyce and other delegates are come out here as petty officers in bombs and other vessels, as a reward for the distinguished share they had in the mutinies at home, and you will see that I almost stand alone to combat the infernal spirit which still pervades his Majesty's fleet, and I do not believe will ever be completely eradicated. I conclude the prisoner under sentence of death must be pardoned, although I cannot without the most glaring, nay, almost criminal inconsistency, do that which my disposition naturally inclines me to, in this case; for one criminal at least has been executed, whose offence was not of so deep a die as this unfortunate man's. Your maxim of distributing the crews of ships tainted with sedition, is certainly a good one; but it ought not to have been extended to so great a degree in the Blenheim, her people having proved themselves the best and quietest in the service upon all occasions. The Prince George's, Culloden's, Zealous's, and several others here, are of the same description, and if you turn the whole company of the former into the Temeraire, or any other ship just off the stocks, or from a repair in dock, they would fit her for sea in ten days. The stern of the Hector we apprehend was injured, when the knee of her head was twisted by running foul of some ship, for the hooding ends are perfect, and we cannot otherwise account for the leak; when similar accidents happen, the knee should be taken off and new bolted, not set straight and botched as in this case.

Yours truly,

E. Nepean, Esq. ST. VINCENT.

The distresses of Spain began now to be severely felt; and, like other European nations, she tasted the bitter fruits of her union with France.

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The following singular application was made, and, we believe, in some manner complied with.

Gibraltar, March 10, 1799.

My Lord,

Mr. Ygea, the commissary who transacts the tobacco business here on behalf of the King of Spain, and who is attached to the Prince of Peace, has communicated to me, by direction of that minister, that the extreme distress the government of Spain is in for specie, and the danger of longer delaying their public payments is so alarming, that he is prompted to ask for an English frigate, to bring remittances from the Spanish colonies to Gibraltar, to be afterward conveyed into Spain; I felt it proper to say, I was not invested with authority to countenance such a measure; but that if his Serene Highness made a direct application to me, I would convey it to the British ministry under a seal of secrecy. It is evident that the court of Spain is trembling under the menaces of France, and the Spanish army is so ill paid, and the people so dissatisfied, with the oppression they suffer, a revolution will be brought about whenever the French are able to march an army into the country, in which event Portugal must fall too; for the French opinions have gained great ground there, among all ranks of people; and as (without pretending to be a politician) I cannot conceive a greater injury to Great Britain than these two countries falling under the subjugation of France, I shall keep this proposition open, until I receive instructions upon a subject, much too weighty for me to advance a step in without them.

I have the honour, &c.

Earl Spencer. ST. VINCENT.

Gibraltar, March 25, 1799.

My Lord,

The Penelope and Sandwich cutters shall be sent up to Lord Nelson, who has already under his orders a very large proportion of our frigates; so that with what are necessary for Minorca, the north-west coast of Spain and Portugal, I cannot give one to the squadron before Cadiz. I am not surprised at the pressing solicitations of the Marquis di Circello, for no reliance whatever can be placed on Neapolitan officers, seamen, or soldiers; and

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the island of Sicily can only be preserved by British ships and troops.

The squadron assembled before Cadiz consists of sixteen sail of the line; Lord Keith is in Tetuan-bay with twelve, completely victualled and watered. The Foudroyant will sail in the morning to join the line: the Hector, patched up in the best manner our means could afford, will follow in a day or two; and the Namur the moment she is caulked and vamped up. The Defence is the only ship without the Straits; but Lord Keith will avail himself of the first spirt of easterly wind to resume his station. Rear-admirals Dacres and Savage, with Captain Cuthbert, intend taking their passage to England in the Gorgon; Captains G. Tyber, G. Hope, and W. Brown, having taken the command of their respective ships, and three such men are rare to be found. Admiral Frederick is very ill, and I fear will not last long. I have the honour, &c.

Earl Spencer. ST. VINCENT.

Gibraltar, April 16, 1799.

MY DEAR NEPEAN,

The measure of relieving the post-admirals was wise as far as it is gone. I sincerely hope the Parkers will be continued, because they are very good people; but you will have some clamour on the score of partiality; and Admiral Peyton certainly considers himself, and with truth, a more efficient admiral than Sir Peter Parker, although not so tractable in other respects. I heartily hope Sir R. C. will not have a seditious squadron, for he has no *fortiter in re*, although he abounds in the *suaviter*. I never in my life saw a man who shrunk from the audacity of United Irishmen like him, or who sacrifices discipline to the popularity of the moment. Sir Charles Thompson was a gallant man, but the most timid officer imaginable, as it related to rocks, lands, shores, and responsibility. Sir Charles Grey will feel Lutwidge a blessing, after the continual blistering he got from old Peyton, who, to do him justice, made all the sea-officers within his vortex do their duty. I don't like the aspect of Ireland; should the French make a landing in force, which they certainly may do, *malgré* the vigilance of your western squadron, the whole people will be in motion, and deal destruction wherever they go: the business of the union must have been mismanaged, or I think it would have gone down; judging

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at this distance, and with very little information except a thorough conviction of its necessity, I see no other means of preserving it, and I consequently admire the energy with which the object is pursued. Our friend appears very wrong-headed in the part he has taken upon the subject for some time past.

An unusually long westerly wind has deprived us of intelligence from the Levant, and we are in total ignorance touching Bonaparte, Trowbridge, Ball, and, finally, of Nelson and General Stuart. I flatter myself that the latter arrived at Messina in time to save that important post, and I am sure every thing that mortal can do, will be achieved by Trowbridge and Ball: two good regiments of British infantry would have put the last named in possession of Malta long ago.

Frederick has come on shore for the benefit of his health, and appears to me in a galloping consumption: he wants to go to Cintra for the summer, and spurns at the advice of his medical assistants, who are of opinion he ought to go to England.

You have given no opinion, public or private, or rather answer to my interrogatory, whether I am to take my passage to England in the Ville de Paris, or to go, like a convict, as I came out. I do not like to stir the question in a public letter, unless you feel yourself incompetent to give the answer as matters now stand.

The Queen Charlotte will be better here than on home service, for *she has been the root of all the evil* you have been disturbed with; yet it would have been better, if she and the London had not served in the same squadron: not that I have a doubt of keeping them both in order, especially if Lord Keith moves to the Charlotte.

Your very sincere,

E. Nepean, Esq. ST. VINCENT.

Gibraltar, May 10, 1799.

My Lord,

I may say with my old friend, General Wolfe, that I have had a choice of difficulties very much increased by the want of frigates to obtain intelligence of the movements of the enemy; so much so, that I am under the necessity of diverting the Success from the service she was ordered on, having literally no other resource, nor do I know when I may be able to part with her; unless another ship is sent from England to convoy the homeward-bound Oporto trade, much clamour will ensue.

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Your Lordship will be aware that the moment I quit this bay, which I hope to do early in the morning, the coast from the Tagus to Gibraltar will have no protection, and this garrison be exposed to great distress for want of refreshments, until a powerful reinforcement is sent out to recover the dominion of this district under my command, which I must abandon in order to effect a junction with the ships of the line stationed about Minorca, before any hostile operation takes place against that island; the more to be apprehended, as the Brest squadron is six nights and five days before us. All I can say is, that every means shall be used to preserve it, and to counteract the enterprises of the enemy, wherever they may point. Having no information to guide my steps, nor means to trace the course of the Brest squadron, I must grope my way in the best manner I can.

Your Lordship will perceive the difficulty of bringing the two regiments from Lisbon to Gibraltar (which General Cuyler informs me is now their destination): I nevertheless leave orders for the Haarlaem, Europa, and Pallas, to perform this service when they come down the Mediterranean, hourly expected. The Calcutta and Ulysses being so necessary as store-ships, I cannot do without them; for although I hope to be able to withdraw all the stores and provisions not necessary for the defence and sustenance of the garrison from Port Mahon, it is a contingency not solely to be relied on.

Lord Keith has shewn great manhood and ability before Cadiz: his position having been very critical, exposed to a hard gale of wind blowing directly on the shore, with an enemy of superior force to windward of him, and twenty-two ships of the line in the bay of Cadiz, ready to profit of any disaster which might have befallen him.

I have the honour, &c.

Earl Spencer. ST. VINCENT.

Le Souverain, Gibraltar,
May 10, 1799.

My Lord,

His Majesty's ship the Childers arrived, at day-light, on the 4th instant with the enclosed, and I did not lose a moment in sending off advices of the contents to Rear-admirals Lord Nelson

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and Duckworth, and to Captain M'Dougal of the Edgar, in Tetuan-bay, with directions to him to apprize Captain Moore of the Vesuvius, lying in Tangier-bay, of the approach of the enemy's fleet, by express from Tetuan; and I sent directions to Vice-admiral Lord Keith, in the event of his having an action, or a junction being formed with the Cadiz fleet without one, to make the best of his way hither; but the wind having continued to blow strong from the S. W. nothing could get through the Gut.

The Cameleon arrived on the 5th, having passed through the French squadron eight or nine leagues W. of Cape Spartel, and at five the same evening, twenty-six ships were observed passing through the Straits into the Mediterranean, nineteen of which, at least, appeared to be of the line: the weather was so hazy, with heavy rain, their force could not be ascertained with precision.

I enclose an extract from the journal of Captain Stiles, by which their lordships will perceive, that the French squadron eluded the vigilance of Lord Keith, by the darkness of the atmosphere; for the enemy was very near the position his Lordship had, on receiving intelligence of his approach, determined to take, when Captain Stiles found himself in such jeopardy, that he was forced to escape through a channel pointed out by Mr. Matra, the consul-general at Morocco, who happened to be at Gibraltar; an express was sent to Tangier, *via* Tetuan, and a duplicate by Mr. Jackson, master of the Ville de Paris, from hence in an open boat, with orders to Lord Keith to make the best of his way hither; in the mean time, all the stores, wine, and provisions, which could be spared, were directed to be shipped on board the Calcutta and Ulysses, armed transports. On the 6th, the Cameleon was despatched to Captain Ball, commanding the blockade of Malta, and to Sir Sydney Smith at Alexandria, and the Andertrina, Portuguese corvette, to Lord Nelson at Palermo, with advices of the enemy having entered the Mediterranean. The Vesuvius arrived in the evening from Tangier: Captain Moore gave an account of what he had observed touching the French fleet, and was detached to Minorca, with advice and instructions to Rear-admiral Duckworth, to hold the ships of the line under his command in constant readiness to join the squadron the moment he received intelligence of its approach, and directions to keep the victuallers and Serapis storeship ready to proceed to such port as should be pointed out: replacing the stores in the

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Serapis, that, in case of a surprise, the stores and provisions should not fall into the hands of the enemy, which must be the case if Fort St. Philip should be invested, the arsenal not being within its protection.

In the evening of the 7th, the Transfer arrived with the enclosed reports from Lord Keith, which reflect great honour on his Lordship's manner of conducting his squadron; and soon after the Success, Captain Peard, who had found it impracticable to work out of the Straits, after landing an officer at Tangier, and would have been driven into the Mediterranean, had he not taken shelter in the bay. The night was very tempestuous, and has continued more or less so ever since, which put the life of Mr. Jackson and his boat's crew to great hazard, and compelled him to return, as it did two Gibraltar fishing boats, which had been engaged for the same purpose, and very much retarded the embarcation of provisions and stores on board the Ulysses. It being therefore impossible to have any communication with Lord Keith through the Gut, and having been informed that Commissioner Coffin (who had returned to this place from Minorca) was appointed the commissioner of Halifax-yard, I desired him to proceed through Spain to Lisbon, and from thence to England in a packet (for which I requested him to apply to Mr. Walpole), with instructions to despatch a vessel to Lord Keith from Faro, which he most zealously undertook to perform, and accordingly set off on the morning of the 9th, by means of a passport obtained by General O'Hara from the Governor of St. Roche.

The squadron arrived from before Cadiz this morning at nine o'clock; and the moment the most pressing wants of the ships composing it are supplied, which I trust will be by the dawn of to-morrow, it is my intention to proceed with the utmost despatch, consistently with the preservation of the order of sailing off Cape Mola, and endeavour to collect the ships of the line, under the orders of Rear-admiral Duckworth, take a position before the island of Minorca, and act afterward as events may require. Whatever ships of war their lordships may judge necessary to despatch hither, in consequence of the whole naval force of France and Spain being in these seas, should have all the stores of every description that can be collected at the moment put on board them, and be victualled for six months; and an additional supply sent afterward in victuallers, &c.—powerfully escorted to prevent their being intercepted; for the

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Spaniards will naturally keep a squadron cruising at the entrance of the Straits for this purpose, the season being very favourable for such an operation, and the coast of Andalusia provided with abundance of vessels adapted to it. Their lordships may rest assured that every nerve will be exerted to counteract the designs of the enemy, in which I rely with the utmost degree of confidence, on all the officers, seamen, and mariners, of the fleet I have the honour to command, the present disposition of which I enclose.

I am, Sir, &c.

E. Nepean, Esq. ST. VINCENT.

P. S. Lord Keith saw twenty-two sail of the line at anchor in Cadiz-bay, last evening at sunset. Not having any frigate with me, I am constrained to keep the Success. The homeward-bound Oporto trade will consequently be without convoy.

Port Mahon, June 16, 1799.

My Lord,

I am honoured with your Lordship's letters of the 4th, 6th, and 15th May, and feel sensibly the credit you are pleased to give to my exertions, which are unhappily sapped to the very foundation by such a rapid decline of health, as to bereave me of all power both of body and mind; and perceiving that a longer continuance in the command would be injurious to his Majesty's service, and unjust to Lord Keith, I determined to put him in immediate possession of it, in order to give full scope to his exertions, which I am sure will not disappoint the expectation of his most sanguine friends. I gave Captain Grey a dormant appointment of adjutant-general of the fleet, under which he has acted in a certain degree, so as not to give offence to the senior captains; and Captain Bathurst has continued in the command of the Ville de Paris, and will either bring her or the Princess Royal down to Gibraltar, when the service permits to convey me to England, should I recover. In the state I am, Captain Grey is essentially necessary to my comfort, and I hope your Lordship will approve of his accompanying me.

The Brest squadron had such a game to play at Malta and Sicily, that I trembled for the fate of our ships employed there, and for the latter island; your Lordship made a better judgment by fixing their operations to the coast of Genoa.

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Than Rear-admiral Whitshead, no officer could have been more acceptable to me; he fully merits the good opinion you have formed of him: your Lordship's recommendation of Lieutenant Richards would have been strictly attended to had I continued in the command.

I suffer so much in writing, that I must close by requesting your Lordship will excuse the incorrectness of this letter, and assuring you of the respect with which, &c.

ST. VINCENT.

Earl Spencer.

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CHAP. XIII.

Honourable Captain Capel arrives in England with the account of the battle of the Nile—Rejoicings, and rewards to Nelson and his captains—Nelson sends the sword of the French admiral to the Lord Mayor—Designs of the directory on Ireland—Their squadron sails from Brest—Met with by Sir John Warren, and defeated off the Rosses—Capture of La Hoche and frigates—Single actions with other frigates—Drawn battle between Mermaid and Loire—The latter taken by Anson and Kangaroo—List of the squadron captured by Sir John Warren and his cruisers—Capture of the Ambuscade by the Bayonnaise—Reflections on that action—Ambition of the directory—Extensive preparations for invasion—Brest fleet sails—Disturbed state of Ireland—Speech from the throne—Treaty with Russia and England—Between Russia and the Porte—Great combination against France—Tyranny of the directory—Violation of the law of nations in the invasion of Egypt—Bonaparte's letter to the Pacha—Fears of the Turks—On the Emperor getting possession of Istria, Dalmatia, and Venice, and of the Austrians becoming a naval power—Their alarm turned towards the French, and Egypt—French fleet joins that of Spain, and both get into Brest in safety—Arrival of Earl St. Vincent at Spithead—Remarks—He is appointed to the Channel fleet—Capture of La Vestale, of Spanish galleons by British frigates—Immense treasure—Loss of the Impregnable—Remarkable instances of recapture—Successes of Sir John Warren and Sir Edward Pellew—Fury and Harpy attack a French frigate, which is taken by the Loire—Sir Charles Hamilton takes Goree—Descent in the Morbihan—Attacks on the enemy in the neighbourhood of Brest by Sir John Warren.

On the 2d of October, the Honourable Captain Capel arrived in England with the duplicate despatches from Admiral Nelson, conveying the in-

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telligence of the battle of the Nile; the news was received by the whole nation with the most rapturous expressions of joy: illuminations, salutes, balls, and festivals, in honour of the victory, were given in every part of the kingdom; a subscription was opened at Lloyd's for the relief of the wounded, and the widows and orphans of the slain. The Rear-admiral was created Baron Nelson of the Nile, and of Burnham Thorp in the county of Norfolk. The thanks of the houses of parliament were voted to him, and "his gallant band:" gold medals were presented to the captains; Hardy of the Mutine (the only sloop in company) was made post into the Vanguard, and all the first lieutenants of ships of the line (the Culloden excepted) were made commanders. A pension of 2000*l.* a year was settled on Nelson for three lives; the Irish parliament also voted him 1000*l.* a-year; the East India company presented him with 10,000*l.*; the city of London a sword, valued at two hundred guineas, and a sword to each of his captains; that to Sir Edward Berry was accompanied with the freedom of the city in a gold box.

The captains, in the Nile fleet, also presented Nelson with a sword; the hilt was of gold, and made to represent a crocodile, on which was engraven the names of the donors.—Captain Capel was the bearer of Admiral Blanquet's sword, which, by order of Nelson, he presented to the city of London, with the following letter to the Lord Mayor.

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Vanguard, mouth of the Nile, Aug. 8, 1798.

My Lord,

Having the honour of being a freeman of the city of London, I take the liberty of sending to your lordships the sword of the commanding French admiral (M. Blanquet), who survived after the battle of the 1st, off the Nile; and to request that the city of London will honour me with the acceptance of it, as a remembrance that Britannia still rules the waves; which that she may ever do, is the fervent prayer of your Lordship's

Most obedient Servant,
HORATIO NELSON.

It was placed in the council-chamber with a suitable inscription, commemorative of the brilliant victory by which it had been acquired.

The directory, while their fleet and the elite of their army were attempting to form a settlement on the banks of the Nile, were not unmindful that we had a vulnerable part much nearer home. The discontent of Ireland having been fomented into actual rebellion, the executive government of France, after their recent misfortunes, still entertained hopes of success by a timely application of some thousands of troops, and a few enterprising officers. A strong squadron sailed from Brest on the 17th of September, and arrived off Lough Swilly; but were intercepted by his Majesty's ships under the command of Commodore Sir John B. Warren, who, in the month of October, was cruising off that port; he had with him the Canada and Robust of seventy-four, and Foudroyant of eighty guns, Magnanime forty-four, the Melampus thirty-eight, and the Doris thirty-six: the two

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latter were sent to look out off Tory island and the Rosses. In the evening of the same day he was joined by the Amelia, Captain Herbert, who informed him that he had parted with the Ethalion, Anson, and Sylph, and that these ships had with great attention continued to watch the French squadron from the time of their leaving Brest. On the 11th of October the Anson and the Sylph fell in with the Admiral, and at noon the enemy was discovered on the north-west: their force consisted of one ship of eighty guns, eight frigates, a schooner, and a brig. The signal was immediately made for a general chase, and to form in succession, as each arrived up with the enemy; but this, owing to the state of the weather, was not effected till the 12th, when, at half past five in the morning, they were seen at a little distance to windward: the line of battle ship had lost her maintopmast. The enemy, finding he could not avoid fighting, formed in close order on the starboard tack, and brought-to to engage; our ships were led into action by the Robust, commanded by the able and gallant Captain (now Admiral) Thornborough. At twenty minutes past seven the fight began, the Rosses then bearing south-south-west, distant five leagues. At eleven in the forenoon, after a defence of near four hours, the ship of the line struck, and proved to be the Hoche of eighty guns, now called the Donegal, and one of the most beautiful ships in the British navy. The frigates made all sail away, but were pursued, and in five

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hours three of them were taken. All these ships were full of troops and stores necessary for their military establishments in Ireland.

Another frigate was captured soon after by the Melampus. Captain Moore's letter is a clear and compact narrative, which puts us at once in possession of the material facts.

Being close off St. John's Point, on the south-west coast of Ireland, on the 13th of October, at midnight, he discovered two large frigates to windward, and without a moment's hesitation made all sail in chase, though only a single ship; in one hour, going ten knots, he closed with the nearest, and being within hail, ordered her to bring-to, but without effect; she endeavoured to escape, the Melampus opened a fire, which in twenty-five minutes completely unrigged and forced her to surrender: she proved to be La Resolue, mounted thirty-six guns, and had five hundred seamen and troops on board: her consort, the Immortalité, made several signals to the ship engaged, but never offered any assistance. A heavy gale of wind immediately succeeded the action, and prevented the putting more than one lieutenant and twenty-one men on board their prize, which was however brought safe into port, with ten killed and a great number wounded; the Melampus had only one man wounded. The Immortalité was soon doomed to add fresh laurels to the British navy; first by her capture, and next by her services.

One week after she had basely left her consort

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to be captured by a single ship, she fell in with the Fisgard, commanded by Captain Byam Martin: a close action commenced, and continued for one hour and twenty minutes, when the rigging of the Fisgard was so much cut that she became unmanageable, and the enemy was making off; but such was the activity of the crew of the British frigate, that she was soon in a state to renew the chase, and again brought their enemy to action: which continued one hour and fifty minutes longer, when she surrendered. This ship had twenty-eight twenty-four pounders on the main-deck, with long nines and forty-two pound carronades on the quarter-deck and forecastle, and was one of the largest frigates that had fallen into our hands. She was commanded by Citizen Le Grand (who was killed in the action), and had on board five hundred and eighty men, including soldiers, with General Ménage, second in command of the invading army, and the adjutant-general. These officers, with eight others and forty-four men, were killed; sixty-one wounded. The Fisgard had thirty-six killed and wounded. The singular fatality which attended the squadron of the republic on this memorable occasion deserves our particular notice, as it places, in the strongest point of view, the skill, bravery, and utility, of our naval forces.

Considering the enormous disparity of force between our old two-and-thirties, and the large French frigates of eighteen and twenty-four poun-

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ders, it is wonderful that, in no instance, the former were ever captured by the latter, when opposed ship to ship. One of the most spirited and daring actions of all our sea-fights, is that which took place between the Mermaid of thirty-two guns, twelve pounders, and the Loire thirty-eight guns, eighteen pounders.

On the morning of the 15th of October, the Mermaid, Revolutionaire, and Kangaroo brig of eighteen guns, on the north-west coast of Ireland, fell in with two French frigates, which in the evening separated. Captain Twysden, in the Revolutionaire, went after one, while Captains Newman and Brace, who were strongly attached to each other from their youth, determined to remain together and pursue the other. The chase continued during a squally and tempestuous night, and at three the next day the Kangaroo came up with the enemy, and most gallantly engaged him, until a shot from the French ship took away his foretopmast. Captain Brace was now left astern, while the Mermaid pursued the flying Frenchman, who at day-light the next morning brought-to, and prepared for action. The Mermaid, despising his superiority both in guns and men, ran alongside, and at a quarter before seven began a close action, which lasted till half past nine, when the Mermaid had lost her mizen-mast and main-topmast; had some very heavy shot in her sides, and was, in other respects, so much damaged, as to be a mere wreck; in consequence of which Captain

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Newman was compelled to relinquish his object, and his opponent made sail off and escaped, but soon fell in with another frigate, which made her the triumph of the British flag.

The Anson, Captain Durham, having lost her mizen-mast, and received other considerable damage in the action with the Hoche, had parted from the squadron; a gale of wind blowing at the same time from the westward with a heavy sea: in this situation, on the 18th, she saw a large ship to leeward, without her fore and main top-masts. This was the frigate which escaped from the Mermaid and Kangaroo. The Anson bore up and brought her to action, in which she was gallantly supported by the Kangaroo; Captain Brace having repaired his damages was again ready, and closed with his old antagonist. After a contest of one hour and a quarter she surrendered, and proved to be La Loire of thirty-eight guns, eighteen pounders, six hundred and sixty-four men, including soldiers (many of whom were artillerymen), and the staff of the third regiment, intended for Ireland, with clothing for three thousand troops, a brass field-piece, one thousand stand of arms, and many other warlike stores; she had forty-eight men killed and seventy-five wounded in the action. The French Captain acknowledged that, though taken by the Anson, he was beaten by the Mermaid.

On the capture of La Hoche, the French frigates separated; Captain Countess in the Ethalion went

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in pursuit of one of them, and, after a long chase, came up with her: she made an obstinate resistance for one hour and thirty minutes, when she struck, and was found to be La Bellone of thirty-six guns, twelve pounders; she had, besides her crew, three hundred soldiers on board. The Ethalion had one man killed and two wounded; the enemy twenty killed. In all these actions, the proportion of killed and wounded on board his Majesty's ships was, as usual, inconceivably small, compared to that of the enemy. Captain Thornborough, of the Robust, greatly distinguished himself in the capture of La Hoche. His first lieutenant, Mr. David Colby, who lost his arm in the action, was made a commander, and soon after promoted to the rank of post-captain.

The squadron which sailed from Brest on this expedition consisted of the following ships: La Hoche (now Donegal), eighty-four guns, taken. Commodore Bompard, General Hardi, commander-in-chief of the French army in Ireland, Monsieur Simon, adjutant-general, were on board.

La Coquille, forty guns, five hundred and eighty men, taken; but burnt in Hamoaze shortly after.

L'Ambuscade, thirty-six guns, five hundred and fifty-nine men, taken.

La Resolue, thirty-six guns, five hundred and ten men, taken.

La Bellone, forty guns, five hundred and eighty men, taken.

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L'Immortalité, forty guns, five hundred and eighty men, taken.

La Romaine, forty guns, escaped.

La Loire, forty-four guns, taken.

La Surveilante, thirty-six guns, escaped.

La Biche, eight guns, escaped.

The Ambuscade of thirty-two guns, Captain H. Jenkins, cruising in the Bay of Biscay, fell in with a large corvette of twenty-eight guns, and having on board a number of soldiers, besides her complement. Captain Jenkins very properly made all sail, and came up fast with her; the land was seen to leeward. Fearing she might escape into a French port, he ran close under her lee, and began to engage. Captain Jenkins, severely wounded early in the action, was taken off the deck; the first lieutenant and master were killed soon after, all the officers shewing every proof of valour and good conduct to the last moment: the second and third lieutenants, and fifty men, were absent in prizes. The command devolved on Mr. Wm. B. Murray, the purser, who endeavoured, in vain, to rally the people: he found the main-deck entirely abandoned; a gun had burst, and killed eleven men; the wheel was shot away, and the quarter-deck cleared. In this situation the fore-mast of the Bayonaise (the name of the enemy's ship) fell on board the Ambuscade; and the French-men, finding such feeble resistance, ventured to board, and carried her with little opposition. The French were, with great reason, very proud of this

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victory, and made the most of it: an exaggerated picture was displayed in the Louvre, and was shewn in the Luxembourg in 1821. The size of the British ship was as much magnified beyond, as that of her opponent was diminished below the real fact: the sea, and the sides of both vessels appeared deeply tinged with blood; and, but for these circumstances, the painting had a merit, not common in the representations of sea-fights.

The gallant but unfortunate Captain Jenkins was honourably acquitted for the loss of his ship, but did not survive many years; his wounds were of that serious nature that he retired to Greenwich Hospital, and never after went without crutches.

We dismiss this subject with a few remarks. The Ambuscade being a frigate, her captain considered that he had only to run along-side of the enemy to insure his victory; and the master suggested going to leeward, to prevent his getting in shore. This precaution was the loss of the action: the Bayonaise, falling on board the Ambuscade, gave the enemy that advantage which their numbers enabled them to turn to so good an account, and of which they most gallantly availed themselves. The omission of stowing the hammocks on deck previous to going into action, was severely punished by the execution of the enemy's musketry.

The winter of 1798 and 1799 was not remarkable for any important movement of the enemy; all parties, both in France and England, excepting

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the executive directory and the French army, were heartily tired of a war, to the termination of which there appeared no reasonable prospect.

France, having found little difficulty in subduing the continental powers, despised them both in the field and cabinet: by terror or bribery she was generally able to keep them beyond her frontier, if not to render them subservient to her purposes. England she found a more formidable adversary; her trade, her manufactures, her unanimity, and her valour, she at once envied, hated, and feared. Defeated in her attempts to gain a passage to India by the isthmus of Suez, her armies still lingered on the burning sands of Egypt, where the sword and famine dealt equal destruction: many, in despair, committed self-murder; while others declared, in their last moments, they wished not to return to the world.

Ireland, notwithstanding the defeats of the fleets and armies sent to cherish rebellion, was still the pillar of their hopes, and they determined upon making another attempt to accomplish her separation, but on a far more extensive scale than any hitherto conceived. They began by sapping the foundation of loyalty among the middling and lower orders, an object in which their success was but too great and alarming; and while these arts were in practice, the troops were preparing at Brest, when on the 24th of April their fleet sailed to form a junction with that of Spain; after which the united force was to return to the Channel, and

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cover the intended landing, when they were to have been received by a band of organized rebels. The vigilance of Mr. Pitt and the Marquis of Camden, the lord-lieutenant, discovered, and in a great measure counteracted these projects: many of the conspirators were taken, tried, and executed. The Sheares, Mc Nivens, O'Conners, O'Quigleys, and others, either suffered on the scaffold or fled the country: but such was the alarming state of the "union," as the association was called, that its ramifications extended to every part of the island; and the number of concealed arms, consisting of pikes, muskets, and pistols, amounted to one hundred and twenty-nine thousand.*

His Majesty, in his speech from the throne, on the meeting of parliament in November, 1798, adverted to the condition of the kingdom, the victory of the Nile, the perfidy of France in her invasion of Egypt, and the wisdom and magnanimity of the Emperor of Russia and the Grand Seignior in opposing such violence and injustice. His Majesty observed, that the extent of our preparations, and the zeal and fidelity of the people, had deterred the enemy from attempting an invasion of England; and the spirit of rebellion had been curbed in Ireland, by the vigour of the regular and fencible regiments, and the loyalty and firmness of the yeomanry and volunteer forces.

In December, the provisional treaty between

* See report of secret committee of the house of commons, July, 1798.

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Great Britain and Russia was signed at Petersburgh. The principal conditions were, that, should the King of Prussia be induced (as it was hoped he would) to join the confederation, that his Imperial Majesty would send forty-five thousand men, infantry and cavalry, to his assistance. His Britannic Majesty, as usual, was to furnish the necessary pecuniary aid; a failure in any part of which, was to leave the Emperor at liberty to recall his forces. The sum first paid was to be 225,000*l.* sterling, in three payments of 75,000*l.* each, within seven months of their passing the Russian frontier; and 75,000*l.* per month, as long as they were employed in the good cause. It was also agreed that neither party should make peace without the consent of the other; and that, in case of any unforeseen event compelling his Britannic Majesty to make a peace within the twelvemonth, that he was to pay three months advance of 75,000*l.* each month, towards the farther expenses of this corps: the King of England was to be answerable for the sum of 37,000*l.* per month, which was to be advanced by the Emperor of Russia, and refunded by Great Britain, as a just debt, at the conclusion of a general peace.

At the same time that this treaty was concluded between England and Russia, another was signed at Petersburgh between the latter power and the Sublime Porte; the chief object of which was, the

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reciprocal guarantee of each other's possessions, particularly those of the Turks in Egypt. This grand combination was directed against the French; in consequence of which, the year 1799 was one of the most active and eventful for military campaigns and enterprise since the beginning of the war. Holland, Italy, and the Rhine, were the chief theatres; and the history of that year presents a disgusting catalogue of human misery—the guilt and burden of which rest on the heads of the execrable French directory.

These men, the mainspring of whose actions was avarice, had for its gratification involved their unhappy country and the surrounding nations in all the miseries of war, and for its prosecution with becoming energy had promulgated some decrees, which, in order to perpetuate their infamy, are here repeated in substance.

The council of elders, of the Cisalpine republic, having refused to accede to a treaty of alliance and commerce with France, the directory ordered a contribution to be raised among the inhabitants to defray the expenses of the war in Italy, and that twenty-one members of the council of elders of that republic should be superseded and arrested!

It next declared war against the Kings of Naples and Sardinia, after having purposely provoked those feeble monarchs to commit the very acts by which they incurred the displeasure of the directory. They decreed that all foreign seamen found

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in the service of Great Britain or Russia should be deprived of life: this last mandate remained a dead letter, and they had only the disgrace of having proclaimed a law, which, though wicked enough to conceive, they had not the courage to execute.

The letter of General Bonaparte to the Pacha of Egypt, being a pretended explanation of the views and motives of the directory for the invasion of that country, in express violation of that sacred code, the law of nations, is deserving of attention; and we think cannot fail of proving to the most bigoted admirer of that extraordinary man, that, though in many instances he may have been misrepresented in his private character, yet, upon the whole, he can never be exonerated from the charges of bad faith, injustice, and tyranny.

On board L'Orient,
12 *Messidor* (*June* 30.)

TO THE PACHA OF EGYPT,

The executive directory of the French republic have frequently applied to the Sublime Porte to demand the punishment of the beys in Egypt, who oppressed, with their exactions, the merchants of France.

But the Sublime Porte declared, that the beys, an avaricious and fickle race, refused to listen to the principles of justice, and not only that the Porte did not authorize these insults, but withdrew their protection from the persons by whom they were committed.

The French republic has resolved to send a powerful army, to put an end to the exactions of the beys of Egypt, in the same manner as it has been several times compelled, during the present century, to take these measures against the beys of Tunis and Algiers.—You, who ought to be the master of the beys, and yet are kept at Cairo, without power or authority, you ought to regard my arrival with pleasure. You are doubtless already

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apprised, that I come not to attempt any thing against the Alcoran or the Sultan. You know that the French nation is the only ally which the Sultan has in Europe. Come, then, and meet me, and curse, along with me, the impious race of the beys.

(Signed) BONAPARTE.

Austria having obtained Venice and the provinces of Istria and Dalmatia, the Turkish government became alarmed lest the Emperor should become a maritime power, by the possession of the sea-ports of the Adriatic, the forests of ship-timber, and the command of the Venetian navy; but with all these resources, the revolution of ages will never create a navy on that coast. We have heard it asserted,* indeed, that twelve sail of the line, with thirty frigates and corvettes, was the naval force of Venice in the year 1794, but of their existence there is every reason to doubt, and certainly they were never seen or heard of by the Commander-in-chief in the Mediterranean. The alarms of the Seraglio were quickly diverted to another source, when the news of the invasion of Egypt reached Constantinople. England and Russia, which, but a few months before were expected to drive the Turks out of Europe, now became her best and only friends, and the French were spoken of in the Turkish manifestos in terms of abuse, not usual among civilized nations, nor consistent with the dignity of diplomatic form. Hence the caresses bestowed on Nelson, and the active co-operation of the Turkish fleets and armies with the

* See James's Naval History, vol. 2, p. 72.

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British squadron at Acre, under the command of Sir Sydney Smith.

The French fleet which, in April 1799, escaped out of Brest, instead of going to Ireland, steered for Cape Finisterre, and entered the Straits; their motions were not unobserved by Lord Bridport, who apprised government of it. Lord St. Vincent, at Gibraltar, saw them pass through, and with Lord Keith, and seventeen sail of the line, went in pursuit of them; but they eluded every search, formed a junction with the Spanish fleet at Carthagena, then with a strong Levanter came down the Mediterranean, and entered Brest about six hours before Lord Keith arrived off that port. His Lordship having been joined by Sir Alan Gardner, with sixteen sail of the line, returned to Torbay, where he found the Channel fleet; and the most powerful assemblage of ships ever seen at one time in Great Britain, was in August, 1799, collected at that anchorage. It consisted of fifty-six sail of the line, besides frigates and sloops: the whole well manned and in a high state of order and discipline. The combined fleets remained in Brest, whence they did not dare to move; the Spaniards were extremely discontented, and a mutual jealousy subsisted between them and their allies. The French admiral, Bruix, on sailing from Brest, had intended joining the Spaniards at Ferrol and Cadiz, and proceeding with them to Carthagena, to complete the junction with the remainder of the Spanish fleet; but the Spanish squadron of five sail of the line was seen coming out, and chased

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into Basque-roads, where it was ineffectually attacked, and afterward blocked up by Rear-admiral Pole. Equally disappointed off Cadiz, he passed through the Straits on the 9th of May, on his way to Carthagena.

The letters addressed by Lord St. Vincent to Earl Spencer, Lord Nelson, and Mr. Nepean,* will best explain the situation of our forces and the intentions of the enemy, those, dated the 10th of May, particularly referring to the escape of the French fleet.

On the 18th of August, the Earl of St. Vincent arrived at Spithead in the Argo, of forty-four guns, commanded by Captain James Bowen. His Lordship's health had long been declining, as appears by his letters to Mr. Nepean, and he resigned the command of the Mediterranean fleet to Lord Keith, having held it for three years and a half of the most eventful and important period of the war.

During his command he had roused the dormant energies of many, and, by his example as well as precepts, retrieved the honour of the navy and the country; in cases of unexampled perplexity and danger, his courage and resources had not failed him, and with the scantiest means *he never made a difficulty*. It was, and still is, one of his maxims, that the words "trouble" and "cannot" should be erased from our vocabulary; and, for the omission of the latter, that "try" should be put in twice. After a short repose at his favourite seat at Rochetts, in Essex, he was in the spring of 1800

* See Chap. XII.

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appointed to command the Channel fleet, Lord Bridport having retired from that situation.

On the 20th, Captain Charles Cunningham, in the Clyde of thirty-eight guns, captured, after a very severe action, La Vestale, a French frigate of thirty-six guns, and two hundred and thirty-five men. When this ship was first discovered, her consort of equal force was with her, but they separated on seeing the Clyde. The Vestale had ten men killed and twenty-two wounded; the Clyde lost but two men, and had only three wounded.

On the 26th of September, Vice-admiral Sir Roger Curtis sailed in the Lancaster, of sixty-four guns, for the Cape of Good Hope, taking under his convoy several East-India and store-ships.

On the 15th of October, the Ethalion, Alcmene, Triton, and Naiad, under the command of Captains W. Young, H. Digby, J. Gore, and W. Pierrepoint, captured, off Cape Finisterre, two Spanish frigates; one was called the Thetis, of thirty-six guns, and two hundred and fifty-men, and had on board one million, four hundred thousand dollars, with a cargo; the second was taken close in shore by the three other frigates, and had an equal quantity of treasure, with a valuable cargo of merchandise: she was called La Santa Brigida, of thirty-six guns, and three hundred men. A Spanish squadron of four large ships came out of Vigo to retake her, but the British squadron stood towards them, and they ran back again into port. The treasure taken in these ships was all landed at Plymouth, and loaded sixty-three artillery waggons.

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An account of the share of prize-money each class received for the Spanish frigates, exclusive of the hull, stores, masts, rigging, &c.

	£.	s.	d.
Captains . . . . . each . . .	40,730	18	0
Lieutenants . . . . . ditto	5,091	7	3
Warrant officers . . . ditto	2,468	10	9½
Midshipmen, &c.	791	17	0¼
Seamen and Marines	182	4	9¾

Captain Twysden, of the Revolutionaire, took the Bordelais, a large corvette ship of twenty-six guns and two hundred and twenty men; and Captain Barlow, of the Phœbe, took the Grand Terrailleur, of sixteen guns and one hundred and twenty men.

On the 19th of October, the Impregnable of ninety-eight guns, commanded by Captain Jonathan Faulkner, in coming up to Spithead, got on shore on the Poles, near Chichester-harbour; she struck with such force, as soon to have seven feet water in the hold; notwithstanding her masts were instantly cut away, the ship lightened, and every possible assistance given, she was lost. The cause of this accident was an over-anxiety to get into Spithead before night.

In the course of the war we have some very extraordinary instances of recapture from the enemy, by a force so disproportionate, that we could scarcely venture to insert them did they not rest on undoubted authority, and prove the superior spirit and courage of the English.

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On the 6th of September, an ordnance transport, laden with stores, and of considerable value, was taken in the Channel off Folkstone, by a French privateer, which put on board seven Frenchmen, and took out the captain and crew, excepting two seamen, who in the night rose upon the Frenchmen, threw two overboard, who made resistance, and having secured the other five, brought the ship into Dover harbour.

The snow, Liberty, returning from the West Indies in January, 1797, was captured in the Bay of Biscay by a French privateer. The master and crew were taken out, excepting the mate and one boy, who were left with the prize-master and nine Frenchmen: among the latter a quarrel ensued, which rose to such a height, that the mate and the boy proposed to four of the Frenchmen, who were against the master and the other five, to take the vessel from them: this they effected by knocking down the prize-master with an axe, and securing his party below: after which the boy, whose name was Oliver, and who spoke the French language, told the traitorous Frenchmen that their only chance of safety was in a British port, as they would certainly be put to death if they returned to France. This argument appearing unanswerable, the vessel was conducted into Cork, and the mate and boy claimed a salvage, which being refused by the owners, was brought before the court of admiralty in 1800.

Sir William Scott reviewed the whole case with

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his usual perspicuity, and was clearly of opinion that the applicants deserved the highest reward which the law could allow; he therefore adjudged the recaptors one-sixth of the ship and cargo, together with reasonable costs.

On the morning of the 23d of November, the Marquis of Granby, of Sunderland, S. Unwin, master, was captured in crossing the Kentish Knock by a French lugger privateer. The master and two men were put into the Frenchman's boat to be conveyed on board the privateer, which was giving chase to another vessel, and by carrying a press of sail, in a short time left the boat nearly five miles a-stern; this circumstance induced Mr. Unwin to conceive it practicable to retake his own vessel, and wresting a sword out of the hands of the officer in the boat, he compelled the French sailors to row him back to the Marquis of Granby, which he gallantly boarded, and soon cleared the deck of the Frenchmen, who precipitately plunged into the sea, and were picked up by their countrymen in the boat. Mr. Unwin proceeded on his voyage, but what became of the French sailors and the boat was not known. The committee of the navigation policy company, in which the vessel was insured, as a reward for Mr. Unwin's bravery and merit, presented him with a piece of plate, with a suitable inscription.

Sir John Warren and Sir Edward Pellew, having detached squadrons under the orders of Earl St. Vincent, in the Channel, kept the coast of

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France and Spain in a continual state of alarm. Sir Edward attacked the forts on the peninsula of Quiberon, silenced and destroyed them, and brought away many small vessels: thence he proceeded to the Morbihan, on the east side of the bay, where they destroyed a corvette of sixteen guns; two gun-vessels, two brigs, and two sloops, were brought away, with one hundred prisoners, many small vessels were burnt, and the magazine blown up. Sir John Warren, off the Penmarks, drove on shore, captured, and destroyed, a convoy of merchantmen, laden with provisions for the fleet in Brest, and captured three sail of armed vessels which escorted them. His next attempt was not so successful, not from want of the usual good management and gallantry of his followers, but because the enemy, aware of his design, escaped up the river of Quimper; the execution of the plan was intrusted to Captain T. B. Martin, of the Fisgard, who had orders to cut out a frigate of twenty-eight guns, and some smaller armed vessels and merchantmen, from that river. The marines from the ships, with a proper number of seamen, landed on each side, while the boats proceeded, but they soon found that their enemy had got beyond their reach; the parties on shore, however, took the batteries, blew up the magazine, destroyed the guns, and returned on board without the loss of a man.

Captain Joshua Sydney Horton in the Fairy, and Captain Henry Bazely in the Harpy, sloops of war,

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in the month of February, attacked a large French frigate on the coast of France, and engaged her for nearly two hours, when she hauled off, and the British sloops, as soon as they were again in condition, went in pursuit of her; fortunately they fell in with a squadron under Captain Newman, in La Loire of forty guns, who joined in the chase, and on the following morning the enemy took refuge under a battery among the seven islands, where Captain Newman very soon compelled her to surrender. She was called La Pallas, of forty-two guns and three hundred and fifty men; Captains Horton and Bazely, as a mark of approbation for their gallantry, were promoted to the rank of post-captains.

The incidents on the coast of Africa being few, are classed under the head of Channel-service.

The island of Goree was taken in 1800 by Captain Sir Charles Hamilton, in the Melpomene: it surrendered on the 5th of April, without resistance, and Sir Charles appointed Mr. Tidy, his first lieutenant, to be the governor, giving him the rank of commander: the fort and garrison being considered and rated as a sloop of war.

Sir John Warren was off Noirmoutier, where the enemy had collected a convoy of victuallers, destined for the supply of the fleet at Brest. It consisted of a ship of twenty and a lugger of twelve guns, two sloops of six guns each, and one cutter of six guns, with fifteen sail of merchant vessels; the whole of which were boarded under a heavy

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fire from the batteries, and as the tide would not admit of their being brought out, they were all burnt. This service was performed under the direction of Captain T. B. Martin of the Fisgard, assisted by Lieutenant Burke, who had the boats of the Renown, Defence, and Fisgard, under his orders, with a detachment of marines from each. The immense superiority of force brought against our brave fellows, after their boats were high and dry a-ground, occasioned some loss; though they dragged a vessel large enough to contain their party over a sand two miles in length, until they were up to their necks in water, before she floated. Ninety-two officers, seamen, and marines, were taken prisoners, some of them wounded. Lieutenant Burke, of the Renown, was among the latter, and made prisoner: he was afterward promoted, and drowned, with all his crew, in the Seagull brig.

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CHAP. XIV.

Captain Lawford takes Swedish frigate and convoy—Judgment of Sir William Scott—Observations on the armed neutrality and the Baltic trade—Reasons why Russia cannot become a naval power—Statement of shipping which passed the Sound in one year—Attack on the sluices of Slykens, and capture of Sir Eyre Coote and his army—Captain King in the Syrius takes two Dutch frigates—Unfortunate decision of a British captain, and consequent suicide—Reflections and maxim of Nelson—Claims of sloops of war to share in the capture—Judgment—Gallant conduct of Captains Winthorp and M'Kenzie—Great armament and attack on the Helder—Capture of the Dutch fleet—Russian auxiliaries—Farther successes, and disasters in Holland—Landing of the Duke of York—Severe battles—Suspension of arms—Evacuation of Holland by the allied forces—Ruin of Holland—List of Dutch ships taken, and of British forces—Observations—Official papers—Thanks of parliament—Reward to Admiral Mitchell—One of the Dutch frigates upset at the Nore, in 1801—Cause—Anecdote of a British sailor saving a Dutchman—Jealousy between Russia and England—Madame Chevalier sent to take advantage of it to St. Petersburg—Revival of northern confederacy—Right of search disputed—Rigorous detention of neutrals by British cruisers—Difficulty of enemy procuring colonial produce—Anecdote of the Shark—Affair of the Nemesis and Freya—Lord Whitworth sent to adjust the dispute between England and Denmark—Temporary arrangement—Affair of the Haufernan Danish frigate at Gibraltar—Observation of Sir William Scott supported by Puffendorf—Captain Inman and squadron attack French ships in Dunkirk-roads—Capture of La Desirée, and gallant conduct of Captain Patrick Campbell of the Dart.

In the month of January an affair took place between some British cruisers and a Swedish frigate with her convoy, which though on our side en-

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tirely conformable to the law of nations, served to embitter those irritated feelings so long cherished against us by the northern powers.

Captain John Lawford in the Romney of fifty guns, and Captain Henry Raper in the Champion of twenty-four guns, stationed between the North Foreland and the Flemish banks, fell in with a frigate having a great number of ships and vessels under her charge. Captain Lawford desired them to heave to, and immediately sent an officer on board to inquire of what the cargoes of the merchant vessels consisted, and whither they were bound. The answer returned was that they were Swedes, laden with pitch, tar, iron, and hemp, bound to various ports in the Mediterranean. Captain Lawford feeling all the responsibility of his situation, still keeping the convoy in view, instantly sent an officer to the admiralty for instructions. He returned with directions to detain the merchant vessels, and carry them into the nearest English port; these orders Captain Lawford communicated by Captain Raper in respectful terms to the Swedish captain, who, having prepared for action, shewed his instructions to repel force by force, should any attempt be made to obstruct the passage of his convoy, and declared that he should defend it to the last. The British commodore was equally prepared, and, during the night, got possession of most of the vessels: in the morning the Swede sent an armed boat to one of his convoy that had been boarded, and

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taking out by force the British officer left in charge of her, detained him; after which he sent an officer to remonstrate with Captain Lawford for having, under cover of the night, boarded and got possession of his convoy, which he said was unobserved by him, or he should have resisted; upon farther conference, however, and being convinced that he was incapable of effectually opposing the force of the British vessels, he consented to go with his convoy into Margate-roads, and released the British officer; but on his arrival there he repented of his conduct, and regretted that he had not exchanged a few broadsides with the Romney.

In the following year, Sir William Scott gave his judgment on this important case; he severely commented on the hostile array and threatening language used by the Swede, and after one of the most luminous and learned discourses ever pronounced on such an occasion, he finally condemned the hulls and cargoes of all the merchant vessels, but directed the restoration of the private ventures of the masters. The property condemned, taken at a rough valuation, was estimated at 600,000*l.* sterling. The whole of the judgment is given at length in Schomberg, vol. 3, p. 264, and is well worthy the attention of the naval and mercantile reader. It is remarkable that, in summing up the merits of the case, the learned judge was chiefly guided in his decision by the writings of the celebrated Swedish author Puffendorf.

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This attempt to force the passage of the narrow seas, and convoy articles contraband of war into the ports of our enemies, was no doubt intended to try the effects of the code which had been composed by the northern confederacy; in which among other propositions it had affected to declare what articles should be considered contraband of war: among them, pitch, tar, iron, hemp, and masts, are not enumerated: had the ministers of George the Third quietly acceded to this decree, the naval power of Great Britain must have sunk under the fatal compromise.

The armed neutrality of 1780 was the work of the King of Sweden, and the effects of his intrigues and misrepresentations at the court of Russia, to protect his own trade by means of that power; but Russia cannot have trade, or even be a naval power, so long as her people are in bondage, and her merchants or ship-owners forced to give security to the lords in 600 roubles for every peasant they take out of the country as a seaman: besides which, the Russians have generally an unconquerable aversion to the sea. Russia ever did and ever will keep Sweden in awe: there is a mutual hatred between them; and a minister* of the former nation has said, in modern times, "The court of Russia should endeavour to break an arrangement too advantageous to Sweden, whom we must never see flourish." The same minister has de-

* The name of this minister is, for obvious reasons, concealed. The Author obtained this information from the letters of the Earl of St. Vincent.

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clared, that he loved England, being convinced that she was the real friend of his country.

Upon an average of the trade between Great Britain and Russia, from the year 1786 to 1799 inclusive, it would appear that the balance is against us: it must be observed, however, that six of the last years in which we were at war with France (the demand for the produce of Russian hemp, masts, pitch, tar, and tallow, were necessarily increased), the following is the average importation into Great Britain

from Russia	£1,870,336 0 0
Average exports from Great Britain to Russia	534,325 0 0
Average balance against Great Britain is above $3\frac{1}{3}$ to 1 in favour of Russia	1,336,011 0 0

Statement of shipping that passed the Sound in the following years, distinguishing the ships of each country.

	1793	1794	1795	1796	1797	1798	1799	1800
British ships . .	3478	3457	2544	4455	2405	3313	2599	3139
Danish	1508	1657	1629	2505	2017	1825	1521	1487
Swedish	2295	2475	2336	2157	2389	2120	1674	1941
Russian	547	415	946	1773	2103	1621	1420	1763
Dantziggers . .		167						
Papenbergers . .	86	67	24	232	172	147	97	152
Hamburgers . .	75	85	33	40	47	44	5	31
Bremeners . . .	176	176	61	93	139	96	66	80
Imperial	34	46						
Lubeckers . . .	88	105	61	70	57	39	54	60
Couslanders . .	384	308	41	10	2			
Oldenbergen . .	34	26	37	120	107	55	33	39
American . . .	90	141	139	169	81	120	152	59
Portuguese . .	9	32	11	14	13	12	2	6
Spanish	3	14	7	25				
Russian	53	34	6	7		13	13	13
Dutch	887	1014						

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Russia did not exactly participate in the feelings of Sweden on the occasion just related of the convoy in the Nòrth Seas: Paul the First, a weak prince, of a petulant and ungovernable temper, kept upon terms with England more from the predominance of a party in his court than from any partiality to the nation, or acquiescence in the acts of the British government. The nobles of Russia having vast landed property, Britain was their best customer for the produce of their estates. Memel and Riga supplied us with hemp and tallow, masts and hides; and, as we had the power of excluding all other purchasers from the market, they knew that a war with us would destroy their commerce: for a short time, therefore, they were enabled to keep the Emperor within the bounds of moderation and sound policy; he even joined his land and sea forces to ours, and, for the consideration of an enormous sum of money, consented that his soldiers and sailors should share in the glory and danger of an invasion of Holland.

Successful on the ocean, and in all insular attacks, Great Britain was seldom equally fortunate when she planned a descent on the continent. Our ministry rarely obtained correct information as to the state of the interior of the enemy's country: the ignorance of the British cabinet upon these important points is now admitted. Of the northern departments of France, Mr. Pitt's knowledge was chiefly acquired from English adventurers, who were permitted by the French government to see

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and to report just as much as would serve its own purpose: thus, by the art of the directory, ministers were completely deceived, and the nation, as usual, disappointed. This was particularly exemplified in the affair of the sluice of Slykens. A notorious smuggler had, upon promise of pardon, and the remittance of certain penalties, to which he had rendered himself obnoxious, engaged to give such intelligence as would enable us to strike a great blow at the inland commerce and navigation of France and Belgium, between the Scheldt and Ostend. Mr. Pitt placed the most perfect reliance on the veracity of this man, who, there is but too much reason to believe, was at once in the secret service and pay of more than one employer; and the executive directory was, through his agency, fully informed of all our intended operations: on his suggestions, however, a descent was planned upon the coast of Flanders, and the command of the forces intrusted to Major-general Sir Eyre Coote. The troops consisted of two companies of light infantry of the Coldstream-guards, two of the third guards, the eleventh regiment of foot, twenty-third and forty-ninth flank companies (making in all, about two thousand men), and six pieces of field artillery. They were conducted over by a squadron of small frigates, sloops of war, bomb-vessels, cutters, and gun-boats, under the command of Captain Home Popham, who, it was believed, equally deceived with the minister, was the principal projector of

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the enterprise. That great political chimera, the invasion so long threatened by France and dreaded by England, haunted the sleeping and waking thoughts of some of the greatest people of our country: gun-boats, horse-boats, and small transports, were continually passing from the Meuse and the Scheldt, through the canal to Ostend, whence they watched a convenient opportunity, and, gliding along the shore to Calais, reached Boulogne, the general rendezvous of all vessels intended for this desperate effort of Gallic enmity. The object of the expedition, under the command of Sir Eyre Coote, and the direction of Captain Popham, was to obstruct this inland communication between France, Belgium, and Holland, by destroying the sluices at Slykens, not far from Ostend; and it will be seen, that to this much greater importance was attached than it really deserved. Admitting that the enterprise had entirely succeeded, the same means of intercourse along the coast still remained from the Helder Point to Ostend, as between this latter place and Boulogne, which the utmost vigilance of our cruisers had rarely been able to interrupt; if, on the other hand, France had attached the same importance to this inland navigation, which was given to it by the secret advisers of the minister, it is not likely that the port would have been left unguarded by a government so remarkable for its military and political sagacity.

The forces destined for this service were assem-

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bled at Margate, whence they sailed on the 14th of May; and on the 19th, arrived on the coast which was to be the scene of their operations. As the little fleet anchored near Ostend it came on to blow from the westward, making the coast a lee shore: Captain Popham and the General were deliberating on the expediency of putting to sea, until a more favourable opportunity should present itself; when, about this time, a vessel having been taken out from under the batteries, was brought to the Commodore, the master and crew reported that numbers of gun-boats were preparing to come from Holland, and that the enemy had very few troops in the neighbouring towns of Bruges and Ghent: as might have been expected, both these reports turned out to be false, and it is most probable, that the vessel was purposely thrown in the way in order to deceive our commanders by fabricated stories: whatever may have been their intention, the Major-general gave credit to them, and, though the surf was running very high, proposed an immediate landing, which was effected under a feeble fire from the batteries of Ostend; this was returned by our sloops of war and gun-brigs, and the town was said to have been set on fire by the shells thrown from the Hecla and Tartarus bombs.

As a feint to cover their real intentions, the place was summoned to surrender, and the commanding officer of the garrison returned a prompt and laconic refusal. By five o'clock in the morning the greater

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part of the troops were on shore, with combustibles adapted for their work. The batteries, in the mean time, kept up a fire upon the covering ships, and did them some damage; but, the surf increasing, part of the troops could not land. About ten o'clock, the preparations being complete, the train was fired, and a great explosion announced the partial destruction of the sluices. The enemy now began to assemble in considerable numbers on the neighbouring sand-hills. The object of the expedition being so far effected, the General turned towards the sea with the intention of embarking his troops; but the surf had increased so as to render it impossible. In this situation the soldiers lay on their arms the whole night of the 19th; and, at day-light, on the 20th, the British General found himself surrounded on three sides by a cordon of the enemy's troops, while the sea in his rear presented an insurmountable barrier to his retreat. Under these circumstances he made the best defence in his power: he had not brought artillery on shore with him, and the navy, anxious spectators of his distress, could afford no assistance. Having maintained his post for two hours, and repulsed a vigorous attack, in which himself and many of his officers were wounded, and about one hundred and fifty of his men killed, he was induced, from motives of humanity, to lay down his arms, and surrender the little army prisoners of war. The number taken, including Captain M'Keller of the navy and some seamen, was about four-

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teen hundred, officers and men: the advantage gained over the enemy was the destruction of two or three gates of a navigable canal, producing no other effect than the interruption, for a few days, of the transport of coals and provisions from one part of Flanders to the other. We cannot therefore but lament that so many brave men, and the honour of the country, were thus incautiously exposed, for an object so contemptible. Lieutenant-colonel Haly of the eleventh foot was killed, and many other gallant officers severely wounded. The loss on board the ships of war was trifling. Captain Popham beheld from the deck of his vessel the fatal result of the enterprise, and returned to convey the intelligence to the admiralty.

In the month of October, Captain Richard King, in the Syrius of thirty-six guns, while cruising in the North Seas, fell in with two Dutch frigates, which had got out of the Texel unperceived by the blockading squadron. On being chased by the Syrius they separated; Captain King pursued, and took the one nearest to him, which happened to be the smallest, and having secured her with as little delay as possible, went in chase of the other, which he brought to action at seven o'clock in the evening, and compelled to surrender. They proved to be the Waaksamheid (Vigilant) of twenty-four guns, and the Furie of thirty-six; they were manned with Dutch seamen and French soldiers, and had on board six thousand stand of arms, with other warlike stores, bound to Ireland. The man-

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ner in which these two ships behaved before the enemy, is an additional proof that the Dutch considered they had no longer a country to fight for, and were resolved not to serve the French republic, when the alternative was only death or an English prison.

A British sloop of war was no very distant spectator of the capture of the Waaksamheid: the Captain was urged in vain by his officers to run down and join in the combat; he had unfortunately adopted a notion that all three of the frigates were enemies, and the engagement between them a mere deception, with a view to decoy him within gun-shot; his private signal had been answered by the Syrius, but in this he placed no confidence, and the fatal self-delusion continued until the action was decided. Convinced at length of his error, he sunk into a deep melancholy; the Commander-in-chief, with whom he had served and distinguished himself in the memorable 11th of October, refused to see him, and a few weeks after he died by his own hand at an inn at Harwich.

A captain is not bound to follow the advice of his officers, but should cautiously weigh the united opinions of men who, on such occasions, are always on the side of national honour; and in all cases of doubt, let the advice of Nelson prevail—"Fight."

On the capture of these two frigates, a question of law arose of a nature particularly affecting

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the naval service.* The Scorpion, the Fairy, and the Kite, sloops of war, in addition to the one beforementioned, were in sight with a convoy at the time the chase began. The senior officer of the convoy ordered the Scorpion to reconnoitre the strange ships, and soon after recalled her on a supposition that they were friends. The sloops, though sailing in a contrary direction, and absent during the action, claimed to share, from the subsequent knowledge of the capture, under the plea of constructive assistance, alleging that, by their presence, they had induced the Dutch ships to separate, and the presumption that it was the duty of Captain King to have made the signal for an enemy: it was admitted, that the Scorpion (the nearest of the three sloops to the Dutch ships) did not know whether they were enemies or friends. The counsel for the claimants contended that they were prevented from contributing their assistance by the neglect of Captain King in not calling them to him; and, on the other hand, it was more forcibly, and with strict propriety maintained, that the sloops had an imperative duty to perform, namely, that of guarding their convoy, which, by continuing the chase, they must have left unprotected, thereby violating their duty, and subjecting the captains to the forfeiture of their prize-money to Greenwich Hospital.

* Robinson's Reports, vol. 3, p. 1.

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With respect to sharing for the Waaksamheid, the judge decreed, that the claimants must prove that it was the duty of Captain King, according to the practice of the navy, to have made the signal for an enemy; they were also to prove, that intimidation was produced by their appearance, and that the capture was made within such a distance as would not have removed them from the fair limits of their convoy duty. The capture of the Waaksamheid was effected at nine in the morning, that of the Fury at seven in the evening, when no other ship was in sight, and the claim of the sloops for the latter was consequently rejected. On this question we think the practice of the service completely justified Captain King, who, had he called the sloops to his assistance, would have exposed his own character to the imputation of timidity, and have incurred a heavy responsibility by withdrawing the protection from the trade, and leaving them exposed to the numerous privateers which at that time infested the North Seas.

In the night of the 27th of June, the boats of the small squadron, cruising under the orders of Captain Winthorp, in the Circe, off the coast of Holland, very gallantly cut out from the Wadde twelve merchantmen, some with valuable cargoes, without a man being either killed or wounded; although much annoyed by the fire from the enemy's batteries and gun-boats. On the 10th of July, the boats of the same ships, with equal resolution and bravery, cut out three more

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valuable vessels from the same place, and burnt another laden with ordnance-stores. The squadron consisted of the following ships:—

Ships.	*Guns.*	*Commanders.*
Circe	28	Capt. R. Winthorp
Jalouse	18	—— Temple
Pylades	14	—— Adam Mackenzie
L'Espiegle	14	—— Boorder

And two cutters.

On the 11th of August, Captain Mackenzie, of the Pylades, and Captain Boorder, of the Espiegle, with the Courier cutter, Lieutenant Searle, were ordered by Captain Sotheron of the Latona frigate, who commanded a small squadron on the coast of Holland, to attack some enemy's vessels between the island of Schiermonikoog and the main land of Holland; which service they performed with much skill and courage, bringing off the Crash (formerly a gun-brig in his Majesty's service); the Dutch officer, who commanded her, made a most gallant resistance: she mounted twelve carronades, thirty-two twenty-four and eighteen pounders, with sixty men. The Pylades had one man killed and two wounded.

On the following day, Captain Mackenzie, having manned the Crash, and appointed Lieutenant Slade, of the Latona, to command her, proceeded to the attack of the enemy's remaining force, which had taken shelter near a battery and armed schooner, from under the guns of which he had previously cut out a large schoot: this vessel

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he named the Undaunted, fitted her with two twelve-pound carronades, and gave the command of her to Lieutenant Humphries, of the Juno. The depth of water not being sufficient for the sloops of war to get within shot of the enemy's battery and vessels, Captain Mackenzie directed the small craft, consisting of the Crash, Undaunted, the Latona and the Pylades' launches, each with a twelve-pound carronade, together with the other boats of this little squadron, to proceed to the attack. The enemy, at first, kept up a brisk fire, but it was returned so warmly, and with such effect, that they soon abandoned the batteries, and the crew of the schooner got on shore, first setting her on fire. In the mean time, Lieutenant Cowen, of the Pylades, landed, spiked the guns on the battery, and brought off two brass field-pieces. The schooner was destroyed, and a row-boat and twelve schoots taken. This service was performed without a man being killed or wounded. It was supposed the loss of the enemy must have been considerable. Captain Mackenzie was advanced to the rank of post-captain for his gallantry and able conduct.

The British cabinet having been induced to suppose that the public mind in Holland had undergone a favourable change towards its legitimate government, determined to take advantage of these sentiments, and prepared to carry their plans into execution early in the summer of 1799.

On this occasion the government acted with

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more than usual caution, keeping its designs a profound secret until the magnitude of the preparations rendered secrecy unavailing. The troops for the expedition rendezvoused at Southampton and its neighbourhood; the command of them was given to his Royal Highness the Duke of York, with General Sir Ralph Abercrombie as his second; the army amounted to about twenty-seven thousand men: a large fleet of ships of war, both British and Russian, with a number of transports, were placed under the command of Lord Duncan. The principal embarkations took place at Yarmouth, Margate, Ramsgate, and Deal; and the Dutch discovered that it was against them that this formidable force was to be employed. Between Great Britain and Russia a treaty was entered into, wherein it was stipulated, that the Emperor should furnish seventeen thousand five hundred and ninety-three men for the expedition to Holland, with six ships of the line, five frigates, and two transports; the ships, being armed *en flute*, were to take on board as many troops as they could conveniently stow, and the remainder were to be embarked in vessels paid for by the British government: in the meanwhile a strict embargo was laid on, and enforced throughout the kingdom. For the use only of the ships supplied by Russia, we were to pay 19,642*l.* 10*s.* per month, and to subsist the men at our own cost; and, should the vessels be prevented returning home, during the winter, they were to be received into

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British ports, completely repaired, and proper accommodations provided for the officers and crews.

For the use of the land-forces we were to pay 88,000*l.*; one half when the troops were ready to embark at Revel, and the remainder three months afterward, besides a subsidy of 44,000*l.* per month, to be computed from the day the troops were ready to proceed on service; the officers were to be indemnified for the expenses of their equipment, and should they be prevented from returning to their own country, to receive the same advantage and accommodation provided for the navy.

The Russian army was commanded by Lieutenant-general Count D'Herman.

The first division of the troops, under the command of Lieutenant-general Sir Ralph Abercrombie, sailed from Yarmouth-roads on the 12th of August, escorted by a squadron of ships of war, under the command of Vice-admiral Mitchell. This fleet consisted of two hundred sail; and on the following day were joined by Lord Duncan, whose flag was hoisted on board the Kent of seventy-four guns: it was not till the 20th that the armament reached the coast of Holland, having been much retarded by adverse winds and bad weather. On the 21st, Captain Winthorp of the navy, and Lieutenant-colonel Maitland, were sent with a flag of truce to the Dutch admiral, Storey, who commanded the fleet in the Texel, and to Colonel Guilguin, who commanded the post of the Helder,

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summoning both to surrender to the British arms, in favour of the Prince of Orange, whose proclamation, addressed to the Dutch people, was transmitted at the same time to the constituted authorities. Both the summons and the proclamation were treated with contempt by the executive government; while the Dutch were quiet, and perhaps indifferent spectators, having long ceased from exercising their own judgment on any political event. Admiral Storey, whom we have seen in the battle of Camperdown, returned the answer usually sent on such occasions—"that he knew his duty, and would not surrender to double the force brought against him." Every preparation was made for the troops to land; but this could not be carried into effect before three o'clock in the morning of the 27th, when they gained the Helder Point, which commands the entrance for ships of war into the anchorage of the Texel and Zuyder Zee. Our men experienced but little opposition to their landing; but soon afterward, the enemy formed in line, and commenced an attack, which ended in their total defeat, and retiring upon Kleten. This fortunate affair gave our troops entire possession of the neck of land between the Helder and Alkmaar; in consequence of which, General Daendels, who commanded the Batavian army, sent orders to the officer at the fort of the Helder to evacuate that post, and join him: the place was immediately occupied by the British troops, and the naval arsenal, with seven sail of ships of war, lying in the

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New Diep, fell into our hands. Our loss in the action amounted to about four hundred in killed, wounded, and missing.

The surrender of the Helder gave us also the command of the Texel; and Vice-admiral Mitchell moved on to attack the Dutch fleet lying at that anchorage, near the Vlieter. The Ratzivan, Russian ship of the line, and the America and Latona, British ships, took the ground, and could not be got off for a considerable time. The Admiral, however, continued his course until so near the Dutch Admiral as to send a peremptory summons, desiring him instantly to hoist the flag of the Prince of Orange, when he would be received with his fleet, and treated in a friendly manner, otherwise he must abide by the consequences.

This message was conveyed by Captain Rennie, of the Victor sloop of war, who, in his way, met with the Dutch captains coming to Admiral Mitchell, charged with messages nearly amounting to terms of capitulation: these officers earnestly requested the British Admiral to anchor his fleet a short distance from that of the enemy: which the Admiral consented to do, on condition that the Dutch commander should not alter the position of his ships, and that he would submit in one hour. In less than the given time, the two captains again returned with a verbal message that they had submitted; shortly after, a very ill-written letter, from Admiral Storey, officially communicated the fact. In this document he says, that the "*trai-*

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tars," whom he commanded, had refused to fight; otherwise no force or threats could have induced him to surrender—he therefore delivered over the fleet, and claimed from the British Admiral protection for himself, his officers, and the few brave men who had remained faithful to him, and declaring them all prisoners of war.

Possession was immediately taken of the Dutch fleet, not as prizes, but as having returned to their allegiance; they hoisted the Orange colours, and a British officer was put on board of each ship with a certain number of men, to preserve order and regularity; by this decisive blow, the greater part of the Dutch navy, with the ships that escaped from the battle of Camperdown, fell into the power of Britain, and the humiliation and ruin of the Dutch were complete: their country, under the mask of friendship, overrun and plundered by France; their navy, their commerce, and their colonies, taken or destroyed by England.

The naval part of the expedition being thus successfully terminated by the capture of the fleet and its arrival in England, we shall now follow the steps of the Anglo-Russian army, where we must be prepared to see a sad reverse of fortune.

General Abercrombie advanced with sixteen thousand men, and took up a position behind the Zype, a low and narrow neck of land, about eight miles in breadth, connecting the hook of Holland with the main land to the southward: here the British General intrenched himself, and received

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the attack of the united French and Batavian armies (estimated at twenty-five thousand men), under the command of Generals Vandamme, Dumonçeau, and Daendels. The action began at day-break in the morning of the 10th of September; the enemy was defeated with the loss of one thousand men, that of the British being comparatively trivial.

In the mean while, the light British ships were employed in clearing the creeks and inlets of all the enemy's small craft, gun-boats, and other vessels capable of annoyance; and Captains Winthorp in the Circe, Bolton in the Arrow, and Portlock in the Woolverine, succeeded in capturing many of them: one was a vessel of twenty-four guns, the others smaller: their total number of guns amounted to sixty-eight, and their men to three hundred and eighty. The dispersion of this force was therefore of consequence; and shewed skill and bravery in the officers employed.

On the 13th of September, his Royal Highness the Duke of York having landed at the Helder, took the command of the army; and on the 15th, at the head of the combined British and Russian forces, amounting to thirty-five thousand men, attacked the enemy's lines: the action lasted from day-light till the evening, when the British army retired with very severe loss to its former position on the Zype, and the enemy remained in the same situation they had occupied before the battle. The British loss in killed, wounded, and missing, was

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little short of one thousand men, and that of the Russians amounted to one thousand five hundred.

On the 2d of October, his Royal Highness again attacked the enemy's lines: the action began at six in the morning, and ended with the day, leaving the combined British and Russian armies masters of the field. General Brune was forced to retire, and the city of Alkmaar was entered on the following day by the victors, who continued to approach the enemy's posts, and advanced upon Haarlem. Another still more bloody affair took place on the 6th, when the Duke of York attacked the enemy, who had received very large reinforcements: their line was in front of Ackersloot, which our troops soon carried, and advanced as far as Kastricum, where the French and Batavian army made a stand, and the affair became general. Such was the resistance shewn by the French, that whatever their loss might have been they kept their position, while ours was so great as to enfeeble the army, and, even if we had the victory, to make our position untenable. The lateness of the season, the impossibility of procuring sufficient supplies, and the bad state of the roads, rendering the advance of heavy carriages impracticable, placed the Commander-in-chief and the combined army in serious difficulty, while the enemy, if they retreated, fell back on their resources, leaving a wasted country to our famished troops. These considerations induced his Royal Highness to call a council of war, in which it was

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decided, that the allied forces should fall back to the Zype, and await farther orders from England; in the mean time, a suspension of arms was agreed on, and finally, the evacuation of Holland by the armies of England and Russia. The Dutch demanded, first, the restoration of their fleet and fifteen thousand prisoners of war, but this was absolutely refused; and, for the second, they were contented with eight thousand and Admiral De Winter. Vice-admiral Mitchell withdrew his squadron from the Zuyder Zee; the evacuation of Holland was completed by the 19th of November: the fleet returned to Yarmouth-roads, and the armies retired into winter-quarters. Thus ended this memorable expedition, which, though not entirely successful, answered many useful purposes. The Dutch, it is true, were not quite prepared for the emancipation which Britain intended. Had our force been greater, it is probable that more of the natives would have joined us: the armies of France had at that time full employment on the Rhine, and the invasion of Holland was a well-timed and powerful diversion; the naval part of the operations succeeded as well as could be desired: that of the army failed from causes which could neither be foreseen nor prevented, and the French began to suspect that British soldiers were more to be dreaded in the field than any troops which they had yet encountered. Here they were outnumbered, but the time was approaching when they were to meet upon more equal terms.

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As a maritime power Holland was now erased from the list of our enemies: from her territory France continued to derive recruits for her armies; and the sailors of England were occasionally enriched by the capture of some of her valuable East Indiamen, under the friendly covering of a Prussian, a Danish, or a Swedish flag.

The following is a list of the Dutch fleet which surrendered to Vice-admiral Mitchell, whose flag was on board the Isis, of fifty guns, commanded by Captain Oughton.

Ships taken in the New Diep.

Ships.	*Guns.*	*Ships.*	*Guns.*
Broderschap	54	Helden	32
Veswagtig	64	Venus	32
Expedition	44	Dalk	24
Constitutie	44	Hector	24
Belle Antoinette	44		

Ships taken in the Mars Diep.

Ships.	*Guns.*	*Ships.*	*Guns.*
Washington, (Adm. Storey)	74	Ambuscade	32
Gueldersland	68	Minerva	24
De Ruyter	68	Alarm	24
Cerberus	68	Tollock	24
Leyden	68	Galathea	16
Beschermer	54	With about thirteen sail of Indiamen and transports.	
Balaria	54		
Amphitrite	44		
Mars	44		

The squadron the Vice-admiral had under his orders consisted of the following ships:

Ships.	*Guns.*	*Commanders.*
Glatton	54	Capt. Charles Cobb
Romney	50	—— John Lawford

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Ships.	*Guns.*	*Commanders.*
Veteran	64	Capt. A. C. Dickson
Ardent	64	—— T. Bertie
Belliqueux	64	—— R. Bulteel
Monmouth	64	—— G. Hart
Overyssell	64	—— J. Bazely
Misslisoff (a Russian)	66	

Melpomene, Shannon, Juno, Latona, and Lutine, frigates.

By comparing the above lists, it will appear that in point of strength the Dutch fleet was superior to that opposed to them, and if we take into consideration the advantages of their own ports, their batteries, intricate navigation, and local knowledge, we shall perceive the hearts of the people were no longer with the French, which alone can account for their tame surrender to an inferior force; in fact, every day of the modern history of this once brave and free people proves, that the spirit of the sixteenth century was annihilated, that they were no longer a nation, and that they had no more than the honour of adorning the triumph, and being chained to the car, of the first Consul of France, who, about this time, seized the government of that country, and was rapidly advancing to be the master of the European continent. The seamen of Holland, unfit from their habits of life to be employed on shore, were left to starve on board their ships: their pay was nominal, and their provisions scanty: it is therefore a matter of astonishment that they had not earlier adopted the only mode by which

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they could hope to obtain relief either for themselves or their oppressed country.

After the final surrender of the Dutch fleet, the Vice-admiral addressed the following general memorandum to the officers and crews of the captured ships, which at once explains the views and motives of the British government in undertaking the expedition.

"The undersigned Vice-admiral, in the service of his Majesty the King of Great Britain, charged with the execution of the naval part of the expedition to restore the Stadtholder, and the old lawful government of the seven united provinces of Holland, guaranteed by his Majesty, having agreed that, in consequence of the summons to Rear-admiral Storey, the ships, after hoisting the ancient colours, will be considered as in the service of the allies and the British government, and under the orders of the Hereditary Stadtholder, Captain, and Admiral-general of the seven united provinces, has thought it proper to give an account of this agreement to the brave crews of the different ships, and to summon them by the same to behave in a peaceable and orderly manner, and to warn them of punishment in case of noncompliance.

(Signed) ANDREW MITCHELL."

A part only of the great plans of the British ministry was carried into effect, and the chief trophy obtained was the submission of the fleet.

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Medenblic and Enkhuysen received the colours, and acknowledged the authority of the Prince of Orange; but this success went no farther: the premature advance of the Russians upon the villages of Walmenhuysen and Schorildam, where they got beaten in detail before the British army could come to their relief, was fatal to the cause of the allies; and it was artfully hinted to the Russians by the French, that they were betrayed by the English. This suspicion seems to have obtained some credit among them, and that cordiality, so indispensable to conjoint operations, appears to have been interrupted, and was, perhaps, one of the causes which induced the Duke of York to give up all thoughts of farther offensive measures in Holland. The French government began to consider the invasion very serious, and were pouring in troops from all parts of France: but the period for the liberation of Holland was not yet arrived, and Europe was still destined to feel all the miseries that could be inflicted by military despotism.

The officers and men employed on this service merited and received the thanks of both houses of parliament, and Admiral Mitchell was honoured with the order of the Bath. The Nassau, of sixty-four guns, with the * Blanche and Espion frigates, were wrecked on the Dutch coast during the expedition; and we may reasonably estimate the

* For the loss of the Blanche, Captain John Ayscough was tried and honourably acquitted.

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loss of the allies at little less than six thousand men. We took from the Dutch twenty-four sail of ships, ten of which were of the line; the remainder of their navy, said to amount to fifteen sail of the line, was never of sufficient importance to attract our attention. The Dutch ships which surrendered to Admiral Mitchell hoisted the Orange flag, and were stationed in different British ports, victualled and paid by England: they were not expected to perform much service, but were merely kept in passive neutrality. In order to give the reader an idea of the seamanship of the officers, and the efficiency of these ships, we shall mention a fact to which the Author was a witness. The Ambuscade, of thirty-two guns, had just received a very expensive repair in the dock-yard at Sheerness, and was ordered thence to the Nore: in coming out of the harbour, it blew nearly a gale of wind; instead of having a sail suitable to the weather, they set their topgallant-sails. The ship, when clear of the garrison-point, would not steer, and in a minute after upset, and went down: fortunately, the spot, where the accident took place, was in four fathoms water, consequently most of the people who were on deck were saved upon the side of the vessel; those who were below were all drowned, except one. The ship was soon after weighed and taken into the harbour, when it was ascertained that the cause of the disaster arose from her hawse-holes, which were between decks, not having been secured before she weighed, and

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the sea, thrown up before her broad bows by the pressure of too much sail, had filled the ship before any one on deck could be informed of it by those below. Dutch apathy is a standing joke among English sailors; but that twenty people should have seen the water pouring into the ship, and not have given notice of it on deck, is a fact which our readers, we fear, will think exceeds all bounds of credibility.

The Author, at that time lieutenant of the Theseus, was, with many other officers, very soon on the wreck of the ship, and as they walked on her larboard bends, her guns pointing to the zenith, and the sea washing over her, a sailor of the Theseus begged that he might be permitted to break open a lower-deck port (the Dutch frigates having generally two of a side): the officer replied that he might do so, but what purpose would it answer? "Please you honour," said the sailor, "I think there is some poor devil of a Dutchman alive below." The officer, though not so sanguine in his hopes, gave permission, and the sailor went to work with his axe (one was always kept in each boat). The port was opened, and up rose a Dutchman, who made but one spring into the Theseus's cutter, rescued by this honest fellow from a lingering and painful death. Not satisfied with what he had done, the sailor, through the opening he had made, descended into the lower deck, while chests, bags, and hammocks, floated up against the side (to which the water reached

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within one foot), and prevented the approach of those who might yet be alive. Another man, however, was taken hold of by the persevering tar; but the poor Dutchman, exhausted and feeble, slipped from his grasp, and sunk to rise no more!

The termination of the campaign in Holland having made a very unfavourable impression on the mind of the Emperor Paul, he listened to every insinuation against the valour and fidelity of England. The artful Bonaparte saw his advantage, and failed not to improve it. He despatched Madame Chevalier to St. Petersburgh: she was a young actress of great beauty, and fascinating manners; and, having been furnished with proper instructions, is said to have employed her talents and charms so much in favour of her country, that the weak and vicious Emperor granted whatever she asked. The Danes and the Swedes, smarting under the remembrance of recent injuries, seized the opportunity of forming another armed neutrality, or rather of renewing that of 1780. The subversion of the maritime power of Great Britain was still the darling theme of all the powers of Europe: France, at the head of them, saw no other impediment to universal empire; and the princes of the north lent themselves to the accomplishment of a scheme, which, if successful, would have led to their own destruction.

The right of search was the ostensible cause of the hostility of the northern powers; but the secret spring, by which they were set in motion,

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was at the Tuilleries; and known chiefly to Bonaparte, and Talleyrand his prime minister.

Prepared for the worst, the British government clearly seeing its object, determined to adhere to it firmly, and resolved never to concede a right by which it held not only its own political existence, but that of Europe in general. The instructions given to the commanders of our squadrons and ships of war were invariably the same; and the strictest examination of every neutral, in whatever part of the world he might be found, became at once the habitual custom, duty, and inclination, of every British naval officer. Artifice or evasion could no longer serve the purpose of concealment: instances frequently occurred where the cargo taken in an enemy's port was carried to that of a neutral; a sham sale took place, the captain and crew were discharged, and fresh papers supplied; so that all traces of the origin of the property were lost: but this system of fraud was completely exposed by the profound legal knowledge of Sir William Scott, and the King's Attorney-general. The frequent condemnation of the neutral destroyed the carrying trade, and exposed the colonial produce of the enemy to rot in their warehouses, or become the prey and reward of the British seamen. The marine of France was subdued: to escort their trade, as in former wars, was therefore impracticable; and their only resource for the importation of those articles of foreign growth, which custom had rendered to them ne-

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cessaries of life, was in fast-sailing vessels of their own or American construction, which could escape from the vigilance of our cruisers.

The singular anecdote of the shark, well known in the West Indies, may very appropriately be related here.

A British cruiser having detained an American ship, the master to avoid detection of the property, threw his papers into the sea: the vessel was carried to Port-Royal, and while her trial was proceeding a ship of war arrived, which had recently caught a very large shark: in its stomach were found the very identical papers, the production of which, at that seasonable moment, convicted the claimants of perjury, and condemned both ship and cargo. The jaw-bone of the animal was nailed up in the court-house, and continues to be shewn to all neutral claimants to this day.

On the 25th of July, another case of importance, as it related to this subject, occurred off Ostend, near which port Captain Thomas Baker, in the Nemesis of twenty-eight guns, was cruising with a small squadron under his command. The Danish frigate Freya, of thirty-six guns, with a convoy, was discovered steering to the westward, and Captain Baker immediately brought her to, and ordered his consorts to examine the vessels under her protection: this the Danish captain resisted, and fired several shot at the boat of the Nemesis, which was proceeding to execute the order: the shot missed the boat, but killed a man on board

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the Nemesis. This was the signal for an action, which lasted about fifteen minutes, when the Dane, overpowered by numbers, was compelled to submit, having five of her men killed and many wounded; nor did the British vessels escape without loss.

The Danish frigate, with her convoy, was taken into the Downs, and the affair referred to the government. A circumstance nearly similar had occurred off the rock of Gibraltar, in the preceding December; and it was now judged necessary to send Lord Whitworth to the court of Copenhagen, to explain the reasons for the violence offered to their flag, and to insist on the discontinuance of the practice of sending *neutral* trade under convoy, except in seas infested by pirates or Algerine corsairs. His Lordship was accompanied by a fleet of British ships of war, under the command of Vice-admiral Dickson, not only to add weight and dignity to the mission, but also to protect the Baltic trade in case of the hostility of Denmark. The matter in dispute was temporarily arranged by a very short state paper, which was signed on the 29th of August, and of which the following is a copy:—

"The Danish frigate and convoy carried into the Downs shall be repaired at the expense of Great Britain, and then released.

"The asserted right of Great Britain to visit convoys shall be adjourned to a farther negotiation in London.

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"Until this point is decided, Danish ships shall only sail under convoy in the Mediterranean seas to protect them from the Algerine cruisers, and they shall be liable to be searched as heretofore, and the convention shall be ratified by the two courts within three weeks."

This transaction of Lord Whitworth's seems to have been rather an expedient to avoid hostility than a permanent arrangement, by which the honour and safety of the British flag were secured. The correspondence between Mr. Merry, the British envoy at Copenhagen, and Count Bernstoff, and between Lord Grenville and Count Wechel Jarlsberg, the Danish minister, at the court of London, proves, that the cabinet of St. James's had no intention of compromising the national character, or humbling itself to the dictates of an armed neutrality, however powerful.

A clear and candid statement of the facts as they occurred, with an open and manly determination of supporting our rights, is shewn in the declaration of the English ministers. The conduct of the two British captains was fully justified; and while the King of Great Britain admitted the difficulty under which neutral flags had been placed by the unprecedented conduct of the French government, and made every due allowance for such circumstances, he could not consent to forego his undoubted rights as a belligerent.

These papers, which are not long, we shall insert; they contain sound reasoning and admirable

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rules of conduct, from which, it is earnestly hoped, we shall never depart.

Extract from the correspondence between Mr. Merry and Count Bernstoff, relative to the Danish frigate Haufernen. *

" The Danish frigate, on her way through the Straits of Gibraltar with a convoy, was fallen in with by a squadron of English frigates, and the senior officer demanded to search the Danish vessels, which was refused; a boat, however, was sent from one of the British ships for the purpose, and the Danish captain, Van Dorkum, ordered a volley of musketry to be fired, by which some of the men were severely wounded: the Danish frigate also took possession of a boat belonging to the Flora, a British frigate, but was obliged to relinquish her, and proceeded with his convoy into Gibraltar-bay, where a correspondence took place between Lord Keith, the British admiral, and Captain Van Dorkum, who refused to shew his instructions, but said he only acted up to them. The Captain also gave his word of honour to appear before the judge, and to give security for so doing; also to answer for the act of violence of which he had been guilty: upon this assurance he was permitted to depart: but he had no sooner returned to his ship than he sent a letter to Lord Keith, in which he refused to give the necessary security; and Lord Keith acquainted him, in reply, that if

* See Schomberg, vol. 3, p. 396.

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he failed to do so the affair would be represented to his court."

This is the substance of what Mr. Merry stated to Count Bernstoff at Copenhagen; and, at the same time, he very strongly and ably contended for the right of Great Britain, as a belligerent, to examine merchant ships in the open sea—a right, founded on the established law of nations, and which had long been admitted and acted upon.

Sir William Scott, in his admirable judgment of the Swedish convoy, makes the following very applicable quotation from Vattel, whom he calls one of the most correct, and certainly not the least indulgent, of the modern professors of common law.

"We cannot prevent the transport of merchandise without visiting neutral vessels at sea: the right of such visit is, therefore, unquestionable: powerful nations have, at different times, refused to admit this right of a belligerent; in our day, a vessel so refusing would, by the very act itself, be subject to condemnation as a good and lawful prize."

This doctrine is also strongly supported by Puffendorf. If, indeed, the fairest reasoning, the most glaring proofs, the soundest and most unbiassed judgment, could have established our right, there was no question of it; but such a privilege ill suited the boundless schemes of ambition, so long cherished by the dictators who governed France: nor could the short-sighted and mercenary politicians of the continent comprehend that their ruin

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was involved in ours, they could not, or would not, see that England alone was contending single-handed against the united powers of Europe for the security of their independence, as well as her own. The weak arguments of Bernstoff are unworthy of notice, nor can more be said in favour of the impertinent productions of the cabinet of Berlin. Prussia, conquered by France, soon felt the shackles of democratic freedom; and the temporising conduct of the King produced those fatal effects which our able statesmen had foreseen and foretold.

The French had a squadron of frigates lying in Dunkirk-roads; an attempt was made to capture or destroy them, and the enterprise was intrusted to Captain Henry Inman, of the Andromeda of thirty-two guns, having under his orders Captain Patrick Campbell, in the Dart, a curiously constructed sloop of war, after the plan of General Bentham, mounting thirty guns. Her bow and stern were of the same shape, and she could anchor by either end, though it must be observed, but very awkwardly, particularly in bad weather. She carried her water in wooden tanks, and was so sharp in her construction, that a traverse section taken amidships had nearly the form of a wedge: she had two topmasts on the same lower mast, parallel to each other, and her gangways were *outside of the lower rigging:* she had no stability in the water, and was found in blowing weather to be a very unsafe vessel. Captain

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Campbell made the only use of her for which she was calculated, viz. that of laying an enemy on board. He gallantly ran alongside the French frigate of forty guns, and three hundred and fifty men, as she lay at anchor, and carried her with great resistance, and much slaughter on both sides. Captain Inman had, under his orders, some bombs and fire-vessels, which got into action with the enemy; but not in the effectual manner he intended. The British officers laid them alongside the French ships, and set fire to their trains. In this perilous situation they remained until their own vessels were in flames; but the French eluded the danger with admirable courage and presence of mind; and, by cutting their cables, got out of the reach of impending destruction. The loss of men in the British squadron was very considerable. Captain Campbell was promoted to the rank of post-captain, his first lieutenant, Mr. M'Leand (a mulattoe), was made a commander; and the Earl of St. Vincent pronounced this to have been one of the finest instances of gallantry on record. The Desirée was taken into the British navy, was a beautiful frigate, and carried twenty-four pounders on her main-deck.

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CHAP. XV.

Capture of La Renommé—Affairs of St. Domingo—Singular position of the contending parties—Capture of Trinidad—Destruction of Spanish squadron—Unsuccessful attack on Porto Rico—Gallant defence of the post of Irois, St. Domingo, by Captain Jervis and Lieutenant Talbot—Evacuation of the island—Leeward Islands—Mutiny on board Hermione—Murder of Captain Pigott and officers—Mutineers claimed by the Admiral, and refused by the Governor of La Guyra—Fatal affair of Lord Camelford and Lieutenant Peterson—Reflections and letter from admiralty to the Author—Gallant conduct of Captain Dickson—Lord Hugh Seymour succeeds Sir Henry Harvey at Martinique—Goes to Jamaica—Gallant enterprise of Captain Edward Hamilton, in the capture of the Hermione—The Achilles, a British merchant ship, takes a French privateer—Captain Manby, in Bordelais, takes a French privateer, which sinks with some Englishmen—Captain Milne, in the Pique, takes the Vengeance—Captain Watkins, in the Nereide, takes Curaçoa—Lord Hugh Seymour and Sir Thomas Trigge take Surinam—Fine affair of Captain Philpot—Fir frigates—Successes—Boats of the Trent—Capture of Danish and Swedish islands—Observations on the island of Porto Rico—Evacuation of St. Eustatia by the French—Army of Le Clerc sent to reconquer St. Domingo—Observations—Revolt of the negroes at Dominica—Their designs frustrated, and the rebels subdued by the assistance of Captain Gifford, in the Magnificent.

The activity of the French in the gulf of Florida was unremitting; using the ports of Cuba as their own, they equipped privateers, manned them with people of all nations and colours, and carried on the same depredations under the flag of a bellige-

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rent, which are now practised under that of piracy. Captain Drury, in the Alfred of seventy-four guns, captured to windward of Jamaica La Renommé, French frigate, of thirty-eight guns, eighteen pounders, and three hundred and fifty men.

Discord still raged on the island of St. Domingo, where the blacks contended against the republicans and mulattoes; and as the two latter were our decided most implacable enemies, we sided with the former. Such was the anomalous state of things in that part of the world. France, under the banner of liberty, fought to establish or restore slavery; England, to wound the power of France, protected the slaves against the tyranny of their masters, and by their success endangered the welfare of the British islands. In the mean time, the importation of negroes from the coast of Africa still proceeded, the love of gain overpowering every other consideration.

Rear-admiral Henry Harvey, the commander-in-chief on the Leeward-island station, and Lieutenant-general Sir Ralph Abercrombie, having received instructions from home, planned and successfully executed an expedition against the Spanish island of Trinidad, contiguous to the main land of South America, with which it forms that inlet, called the Gulf of Paria; the Bocca, or entrance to which, the squadron passed on the 16th of February, in the afternoon. Here they discovered four ships of the line, commanded by Admiral Appadoca, lying under the protection of strong batte-

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ries, near the island of Gasper Grande: the British squadron worked up, and came to anchor nearly within gun-shot of the enemy; while the frigate and transports, having the troops on board, were ordered higher up the bay, within about five miles of the town of Port D'Espagne, an attack on which was to take place at day-light in the morning. The Spaniards, with a degree of pusillanimity of which there is no example in history, instead of defending themselves with the ample means they possessed, set fire, about two in the morning, to their whole squadron. Three sail of the line were burnt to the water's edge, the fourth escaped the conflagration, and was brought away by the British Admiral. Such unequivocal marks of fear were quickly followed by the evacuation of the island, and of the town of Port D'Espagne. Our troops took possession without opposition; the whole of this beautiful island fell into our hands, and has continued ours from that day. In extent it is equal to the whole of our Caribee islands united, and is one of our most profitable colonies. A large quantity of naval and military stores was taken, together with fifteen hundred prisoners. The names and force of the Spanish ships were as follows, viz.

Ships.	*Guns.*	
San Vincente	84	burnt
Arrogante	74	burnt
Gallardo	74	burnt
Santa Cecilia	36	burnt
San Domingo	74	taken

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From Trinidad the British forces proceeded to the island of Porto Rico, but here they met with a very different reception. On the 17th of April, the squadron arrived off Congrejos Point. The whole of the north side of this island is bounded by a reef of rocks, within which is a lagoon, affording anchorage for vessels of light draft of water: after much difficulty, a passage was discovered about three leagues to the eastward of the town of Porto Rico, through which the Beaver and Fury sloops with the small vessels passed, and anchored in a bay, where, on the following morning, the troops landed with little obstruction; about one hundred of the enemy were concealed in the bushes, but made no resistance of any consequence. The artillery having been brought on shore, the troops advanced and took up a favourable position, with their right to the sea, and their left to a lagoon, which extended far into the country.

Our troops attempted to force their way into the island, on which the town of Porto Rico is situated. The pass was defended by the Moro Castle, commanding the entrance of the harbour. The enemy in the mean time kept up the communication between the south and western ports of the island, and their gun-boats on the lagoon harassed our left flank. The only point on which the town appeared assailable, was on the east, where it was defended by the castle and lines of St. Christopher; to approach this, it was necessary

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to force their way over the lagoon, which forms that side of the island.

This passage was strongly defended by two redoubts: the enemy had destroyed the bridge which connects the island with the main land, and kept up an incessant fire in our advance, which no effort could silence; having intrenched themselves in the rear of those redoubts. The General not having a sufficient force to attempt this passage by storm, bombarded the town; but the nearest approach he could make was on a point from the southward, and the distance was too great to produce any effect. After a useless fire of many days, he decided to reimbark, leaving some damaged guns behind him.

The British force in the island of St. Domingo still held their ground in those strong forts, of which they had gained possession, and with the negroes kept up a constant warfare against the French republicans and mulattoes.

The port of Iroís, consisted of a small fort upon a hill in Carcasse-bay, on the western extremity of the island. Captain Jervis, of the Magicienne of thirty-two guns, in company with the Regulus of forty-four guns, and the Fortune schooner, when doubling the Cape of Tiburon, perceived five small vessels at anchor; suspecting the port of Irois was attacked, was soon confirmed in his conjecture, by the firing of the alarm gun. The ships instantly hauled in, anchored and commenced a heavy and destructive fire on the enemy, whom

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they compelled to abandon the enterprise, and fly to the mountains; leaving in the hands of the victors, artillery, ammunition, vessels laden with provisions, and all the materials necessary for carrying on a siege. The service was arduous; the Magicienne having four men killed and ten wounded, before Captain Ricketts so gallantly and opportunely conducted his ship into action the enemy had collected twelve hundred chosen troops, with which they were storming the fort of Irois. This little spot was defended by Lieutenant Talbot of the eighty-second regiment, with twenty-five men of the seventeenth infantry, and about twenty colonial artillery, commanded by Captain Breul. This band of heroes resisted, says General Simcoe, the most determined and formidable charges I had ever witnessed; thrice repeated, and as often repulsed, which gave time to Colonel Dagress, with three hundred and fifty men of Prince Edward's black chasseurs, to gain the fort from the Bourg below, whence indeed they were obliged to cut their way: without this reinforcement the place could not have been saved, against the repeated attacks which had continued from midnight to the dawn of day, when they retired, leaving the fort surrounded with their dead. It was on the morning while this conflict was going on, that Captain Ricketts arrived, in time to share the honour, and preserve the port: the attack on which cost the enemy eight hundred men; but it is painful to relate, that the heroic Talbot died of his wounds,

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as did Lieutenant Colville, of the black chasseurs. Our forces took the important post of Mirabelais.

After his successful defence of Irois, we next hear of Captain Ricketts with the Regulus and Diligence in Aguadilla-bay, in the island of Porto Rico, where having silenced the forts, which he engaged for one hour and a half, he brought every vessel out; one, a privateer of nine guns, a merchant ship, three brigs, and a schooner.

Captain White, acting commander of the Pelican sloop of war on the Jamaica station, engaged, and sunk the French privateer La Trompeuse, of fourteen guns and seventy-eight men; sixty of whom the boats of the Pelican picked up and landed.

The continued drain upon our land and sea-forces, by the fatal prevalence of the yellow-fever, at length induced the Commander-in-chief to evacuate all the strong places which we held, and to abandon the island of St. Domingo to the blacks. The first object was, therefore, to secure the lives and properties of such of the white planters as chose to remain under the faith of Toussaint L'Ouverture, the black chief; a man who, notwithstanding his humble birth and very limited acquirements, was found to possess honour, talent, courage, and humanity.

The treaty with this chief having been concluded to the satisfaction of the French royalists, all who chose to avail themselves of our protection were embarked, and carried down to Jamaica, some few

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of the planters remained on their proporty; but of this, we fear, they had soon reason to repent. The embarkation of the troops and royalists was effected under the superintendance and management of the Captains Cochet and Ogilvie, of the Abergavenny and Thunderer, and the whole was conducted with that order and regularity so peculiar to the British navy; and of which, the army in this, as in other instances, had often experienced the good effects. This was the last time of the English possessing any power in the island; which henceforth, to the great dismay of the planters of Jamaica (the blacks having triumphed over their unfortunate masters), became a negro republic in the new world, affording to Europe a tremendous example of divine vengeance for the unmerited sufferings heaped on these wretched people for generations back. The frigates on this station continued to cruise with much success against the enemy's privateers. The Acasta, Captain Lane, and the Magicienne, took and destroyed vast numbers of these freebooters.

The year 1798, affords us very little worthy of notice at Jamaica; we therefore return to the Leeward-island station, where some melancholy events are to be recorded; the attentive perusal of which may, it is believed, afford much instruction and improvement to officers who are intrusted with the command of our ships of war.

Rear-admiral Sir Henry Hervey commanded on this station. Lieutenant William Wood Sen-

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house had charge of the Admiral's tender, a schooner called the Alexander, mounting six guns, and manned with thirty-eight men. After an action of forty-five minutes, he captured a French privateer of six guns and thirty-four men; and a few weeks after had another severe action with the Epicharis, a French privateer, of eight guns and seventy-eight men, which he took, and carried into Fort Royal. Such were our seamen, and such they will ever be, when commanded by brave and good men, who study their happiness as far as the service will admit.

A different scene must now be presented; and if our readers turn with horror from the disgusting recital, let them recollect that it is but a solitary instance among the heroic deeds and numerous fleets of the British empire, and that its perpetration excited a general feeling of indignation among the seamen of the British navy.

Captain Pigott of the Hermione had unfortunately assumed the character of a Martinet—a minute was thought sufficient time to reef a topsail, and those that lingered on the yard after the expiration of a certain number of seconds were sure of immediate and severe punishment. This had been long borne by the crew of the frigate with that apathy resulting from the habits of discipline in the navy during the peace. The mutiny of the fleet in England had taught them that they were aggrieved, but they forgot the example of moderation which had been shewn to them in England,

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and instead of seeking redress from their superiors, they determined to take vengeance themselves.

It happened on the evening of the 21st of September, while the ship was cruising off the west end of Porto Rico, and according to the usual custom in ships of war at sea, the people were reefing the topsails, that Captain Pigott called aloud, and declared that he would flog the last man off the mizen-topsail-yard! The poor fellows well knowing that he would keep his word (and though the lot would naturally fall on the outermost, and consequently the most active), each resolved at any risk to escape from punishment, two of them, who from their position could not reach the topmast-rigging, made a spring to get over their comrades within them; they missed their hold, fell on the quarter-deck, and were both killed. This being reported to the Captain, he is said to have made answer, "Throw the lubbers overboard."

In little more than twenty-four hours after this the mutiny broke out. About ten o'clock at night, the Captain having gone to bed, the officer of the watch was surprised, knocked down, and murdered; the Captain hearing a noise ran on deck, but was driven back with repeated wounds; seated in his cabin he was stabbed by his coxswain and three other mutineers, and forced out of the cabin windows, was heard to speak as he went astern. The other officers, except the Master and a mate, were all butchered in the same manner; and the mutineers having taken posses-

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sion of the ship, conducted her to the Spanish port of La Guaira. Justice speedily overtook them; many were captured in Spanish vessels, or recognised in English ones, and brought to trial. The Author witnessed the execution of some at Portsmouth, others were hanged in the ports of St. Domingo, and the remains of many are suspended on gibbets erected on the sandy keys at the entrance of Port Royal harbour in the island of Jamaica. It is supposed that nearly the whole of the crew suffered by the laws of their country.

When Rear-admiral Hervey, the commander-in-chief on the Leeward island station, became acquainted with the circumstance, he demanded the restoration of the ship and the mutineers from the Governor of La Guaira, which were refused; remonstrances were in vain. It was manifestly his duty to have assisted an open and honourable enemy, in securing and bringing to punishment those who had rendered themselves unworthy of the name of men, and consequently dishonoured the government whose protection they claimed. The ship might, or might not have been retained, that was a matter of no importance: she was afterward recaptured, and two hundred Spaniards shot upon her decks in some measure avenged the outrage on the law of nations and of humanity.

Another unfortunate occurrence on this station took place in the month of January at English-harbour, Antigua, where Lord Camelford was acting captain of the Favourite sloop of war.

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Lieutenant Peterson was first of the Perdrix, a post ship, and a *senior* lieutenant to Lord Camelford. Captain Fahie of the Perdrix being absent on leave, the alarm guns were fired, and Lord Camelford sent to Lieutenant Peterson to hold the crew of the Perdrix in readiness to act, and to keep a vigilant look out at the entrance of the harbour. This order, Lieutenant Peterson supposing himself the commanding officer, thought proper to disobey; Lord Camelford remonstrated with him on the impropriety of his conduct, but without being able to convince him of his error. Mr. Peterson, on the contrary, armed his ship's company and drew them up in the dock-yard, and prepared to resist the authority of Lord Camelford. His Lordship seeing things in this extremity took a pistol from the hand of an officer, and going up to Lieutenant Peterson, asked whether he still persisted in his refusal to obey the orders he had given him? the Lieutenant answered, "I do!" upon which Lord Camelford, putting the pistol to his breast, shot him dead upon the spot; and addressing the crew of the Perdrix told them he had shot the first Lieutenant for mutiny. The companies of both ships, who were drawn up, and spectators to this rash act, retired quietly to their respective ships, and on the following day the Matilda of twenty-four guns, Captain Mitford, arrived in the harbour, when his Lordship gave himself up as a prisoner. Captain Mitford immediately sent him away to Martinique, where he

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was tried by a court-martial, and *honourably* acquitted! the court being of opinion that the very extraordinary and manifest disobedience of the deceased justified the act of the prisoner.

A circumstance of this peculiarly unfortunate nature demands some explanation: Lieutenant Peterson certainly acted under a wrong interpretation of two articles in the old printed instructions, the 6th and the 14th, chap. III. The 6th article states, that all commanders of sloops, bombs, and that class of vessels, should be under the command of *junior captains* in post ships; and by the 14th, in the absence of the captain of any of his Majesty's ships, the *senior lieutenant* shall have charge of the ship, and be answerable for the *duty of the captain*. Hence it would appear, that the unfortunate officer, whose memory has been stained with the crime of mutiny, only supposed himself exerting a proper authority for the good of his country, without any hostile feeling against Lord Camelford. Admitting the question to be doubtful, the best of these officers would have waved his rank for the public good, and a court-martial would, in a short time, have rendered ample justice to the injured person. Lord Camelford knew that Captain Fahie must return within twenty-four hours, in which interval no real injury could have been sustained by his Lordship's suspension of rank.

We are perfectly acquainted with the articles of war, and have seen the punishment of death repeat-

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edly denounced for the crime of mutiny or disobedience of orders, particularly in time of action; but we shall search that code in vain to find in what part an officer, of his own will, is permitted to take the life of another; it is only after the fullest conviction of the crime before a court-martial, that such a sentence can be carried into execution: had the Lieutenant been tried by the law, it is possible that he might have shewn such reasons as would have induced a court to pause before it pronounced even a dismissal from the service; how much more before sentence of death? Refer the case to the twelve judges, they could not have returned a verdict in less than twenty-four hours: shall then the life of a human being be taken away at the will of offended pride, when the highest tribunals, even Majesty itself, would have deliberated before it inflicted the blow?

The new code of naval instructions, which are so clearly defined, have been differently interpreted; the Author of these pages, when with a confirmed commission commanding a sloop of war, was by the chance of service placed *under the orders of a young lieutenant;* acting it is true by an admiral's order in the temporary command of a frigate.—Years after this a captain declared that he would *not* obey a lieutenant so situated! doubting the evidence of his own senses, and astonished to find that there could still be a difference of opinion; the case was stated to the admiralty, the reply is given at length. Under all these circumstances it

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is but justice to say, that the crime of mutiny was not proved; and that it is highly probable Lieutenant Peterson acted to the best of his judgment, for the good of the service; supposing himself (erroneously we own) captain of the Perdrix, for the time, by the 14th article of his instructions, and by the 6th, that Lord Camelford was his junior officer.

We impute no blame to the court which tried the offence; it had good reasons no doubt for its verdict: but we fear that its *honourable* acquittal produced another deplorable act, which we shall have to relate hereafter.

Admiralty-office, Jan. 7, 1823.

SIR,

Having laid before my lords commissioners of the admiralty your letter of yesterday's date, stating that when in the command of the Amaranthe sloop at Martinique, in 1808, the chance of service placed you under the orders of Lieutenant Kerr, then acting captain by order of Sir Alexander Cochrane in the Circe *frigate*, and that some doubts having arisen whether you had any right to obey the said lieutenant, you request their lordships' opinion as to whether you did or did not put a proper construction on the 6th article of the general printed instructions, sect. 2, chap. 1; I am commanded by my lords to acquaint you, that one construction can only be put on the article in question, and that you took the right one.

I am, Sir, your very humble Servant,

JOHN BARROW.

Captain E. P. Brenton.

In December, 1798, Captain E. S. Dickson of La Victorieuse, brig, of fourteen six pounders, while convoying the trade from Trinidad to St. Kitt's, was attacked by two French privateers, who attempted to carry him by boarding; he how-

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ever captured the smallest, a sloop of six guns and fifty men; the other made her escape: soon after the Victorieuse and Zephyr stood down to Gurseparro, where a French privateer lay at anchor; Captain Dickson sent in a flag to the Spanish governor to say he intended to take her out. The answer was, that the forts would defend her; Captain Dickson ordered Major Sauriel to land with forty of the York Rangers and thirty seamen: they carried the forts in fourteen minutes, brought off all the guns and ammunition, and the French privateer, with which they returned to their brig in safety.

In August, 1799, Vice-admiral Hervey was succeeded by Vice-admiral Lord Hugh Seymour, in the command of the Leeward island station. Admiral Hervey on his return to England was presented with an elegant piece of plate, accompanied with an address from the merchants of Martinique; he was soon after created a Knight of the Bath for his faithful services.

Nothing of importance occurred on this station during his Lordship's command, if we except the capture of Surinam, which will be related in its proper place. His Lordship was removed in the following year to the command at Jamaica, where he succeeded Sir Hyde Parker, and died of the yellow-fever shortly after on board the Tisiphone sloop of war, in which he had gone to sea for the recovery of his health.

Captain Edward Hamilton, in the Surprise, a

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small frigate of twenty-eight guns, having been sent by Sir Hyde Parker, in the month of October, 1799, to cruise off Porto Caballo, in search of the Hermione, which the Spaniards had most treacherously fitted out to cruise against us, obtained a sight of his object as she lay under the guns of that place, one of the strongest sea fortifications we have ever met with. Knowing the impossibility of placing his ship near enough to effect his purpose, he resolved to attempt the capture in his boats. With one hundred chosen men, having perfectly reconnoitred his ground, he left his ship in the night of the 24th of October, and pulled into the road. They first encountered the launch of the frigate carrying a twenty-four pound carronade, full of men well armed, and soon obliged her to retreat. As the boats advanced, they received a heavy fire of great guns and musketry from the Hermione: undaunted, they boarded on her bows, got upon her decks, and disputed with the Spaniards for forecastle, quarter-deck, main and lower-deck; and at two o'clock in the morning she was completely in possession of the British seamen, who took her in tow, and brought her out from under the protection of two hundred pieces of cannon. She had on board three hundred and fifty officers and seamen, fifty-six soldiers, fifteen artillerymen, and was commanded by Don Raymond de Chalas.

One hundred and nineteen of her men were

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killed, and ninety-seven wounded; Captain Hamilton landed the whole of them except five, which he detained to condemn his prize in the vice-admiralty court. The house of assembly at Jamaica voted him a sword of three hundred guineas, and his Majesty conferred on him the honour of knighthood, and presented him with a gold medal. The surgeon Mr. John M'Mulan, and the gunner Mr. Maxwell, are the only officers named by Captain Hamilton. The Hermione was, by Sir Hyde Parker, named the Retribution.

The Achilles, an armed merchantman bound to Jamaica with one hundred and twenty soldiers on board, was attacked off St. Domingo by a French privateer, which they instantly laid on board, and carried her with the utmost gallantry. Her name was the Entreprenante, of eighteen guns and one hundred and eighty-five men, one hundred and seven of whom were killed or wounded in the action. The Achilles had one killed and fourteen wounded.

In January, 1800, Captain Manby in the Bourdelais of twenty-two guns, cruising to windward of Barbadoes, fell in with three French privateers, two brigs, and a schooner: he brought the largest of them to close action, and took her in thirty minutes; the others made their escape. The prize had received so many shot in her hull that she sunk before they could remove all the prisoners. Such was the humanity of our people in waiting to

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the last moment to take out the wounded men, that Messrs. Spence and Auckland, midshipmen, with five seamen, went down in her. She was called La Curieuse, of eighteen guns, long nine pounders, and two hundred men.

On the 20th of August, Captain Milne of his Majesty's ship La Seine, while cruising in the Mona-passage, between Porto Rico and San Domingo, fell in with a large French frigate, which he very soon brought to action. It was night, and the conflict severe; the ships having both received great damage, lay by for a short space to repair; after which Captain Milne eagerly sought to renew the action, which the French frigate as eagerly sought to avoid. The Seine, by superior sailing, got alongside of her once more, and after fighting one hour and a half, in which the French ship was entirely dismasted, she surrendered, and proved to be La Vengeance of thirty-eight guns, having twenty-eight eighteen pounders on her main-deck, and if we estimate her by the number of guns she actually mounted, might be said to be one of the largest frigates; but we have, till within the last seven years, been accustomed to call frigates which mounted fifty-two guns, eight-and-thirties. The Frenchman fought his ship well; his number of killed and wounded we never heard; but the Seine had thirteen killed and twenty-eight wounded, a number rather unusual in single actions. The prize on her arrival at Port Royal was surveyed and found rotten. Captain Milne is the same

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officer who was second lieutenant of the Blanche, in the celebrated action with the Pique; the ship which he afterward commanded and lost off the Saints in the capture of the Seine.

By a singular coincidence we are now to speak of Lieutenant Watkins, who it will be remembered was first lieutenant of the Blanche on the same occasion. This officer, in 1800, commanded the Nereide of thirty-six guns, on the Jamaica station, and had been sent to cruise off the island of Curaçoa, which he kept in rigorous blockade. This island had for some time past been in the hands of a body of French troops, who it is believed had rendered themselves odious to the inhabitants; certain it is that they had entirely prevented that contraband trade with the British and Spanish settlements, by which, while in the hands of the Dutch, it had been supported. The number of the French garrison being much reduced, the inhabitants sent off an invitation to Captain Watkins to come into the harbour, and receive the allegiance of the Dutch to the King of Great Britain. The French troops agreed at the same time to evacuate the island, and Captain Watkins had the honour of being the first to add this island to the British dominions. He immediately chartered an American schooner, with the command of which and his despatches he sent Lieutenant Robert Paul to England direct, without stopping at Port Royal to acquaint the Admiral and commander-in-chief under whom he was serving. This

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was the only oversight in the achievement, and which lost him much credit, and delayed the promotion of his first lieutenant. Officers cannot be too careful how they neglect the essential and even the minute forms of their profession.

In August, 1799, an expedition was prepared for the reduction of the Dutch settlement of Surinam, on the coast of Terra Firma: the squadron, consisting of two ships of the line and five fifties, was under the immediate command of Lord Hugh Seymour; the land-forces under Lieutenant-general Sir Thomas Trigge. This force being superior to any thing the Dutch had to oppose to them, the place capitulated upon the most honourable terms. Private property, as in all other conquered colonies, was scrupulously respected; and we may perceive that the Dutch colonists were heartily disgusted with Gallic emancipation; and all the fruits of which had hitherto been the destruction of their commerce.

In October, 1799, the Echo sloop of war, commanded by Captain Philpot, while cruising off the west end of Porto Rico, chased a brig into Aguadilla-bay, where they saw many other vessels lying at anchor. The boats were immediately despatched under the orders of Lieutenants Napier and Ropie, who boarded and brought out a Spanish brig of two guns and twenty men; and on the following night, Lieutenant Napier with the boats boarded a brig lying within half a cable's length (one hundred yards) from the shore, perfectly pre-

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pared for them, and having heavy guns mounted on the beach for their defence. The crew hailed our boats, but received no other answer than leaping on board, where they found thirty Frenchmen and Spaniards well armed, with guns loaded, and primed and lighted matches: they all quickly disappeared and ran below. The cables were cut, sail made, and the pinnace took the prize in tow; but by this time, the battery had opened upon them, and the third shot sunk the boat without hurting a man. Fortune rewarded their valour; a breeze sprung up, and she was quickly out of gun-shot, and ran alongside of the Echo. She proved to be a French letter of marque, of twelve guns and thirty men, commanded by an Enseigne de Vaisseau, with a valuable cargo: the Echo had no one hurt in this gallant affair.

Towards the latter end of the war, the admiralty began to build frigates and sloops of fir; these, on their first going to sea, sailed remarkably well. The Clyde, Glenmore, Tamar, and Trent, of thirty-eight guns, and some brigs of eighteen guns, were very successful against the enemy's cruisers. The Trent, while in the West Indies, in the years 1799 and 1800, under the command of Captain Robert Walter Otway, is supposed to have made as many captures as ever fell to the lot of one vessel in the same space of time; and stories are related of her fast sailing which we dare not repeat. These vessels, however, fell off very much in their good qualities after

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their timbers became thoroughly saturated with water. The war in the West Indies was confined to depredations of privateers, and their destruction by our cruisers. The islands began to enjoy internal tranquillity, and the convoys came home, under the protection of our ships of the line, with great regularity and success.

On the 26th of August, Captain Thomas Western, in the Tamar, captured, after a running fight and ten minutes close action, the French national frigate La Republicaine of thirty-two guns and two hundred and twenty men.

On the Jamaica station, the boats of the Trent under the command of Lieutenants Nathaniel Belchier and Balderston, with a party of marines under Lieutenant M'Gee, covered by the Sparrow cutter, stormed a Spanish battery in a bay near Cape Roso, destroyed the guns, brought off a ship and a schooner, obliged the Spaniards to sink two other schooners, and retired with only three men wounded.

While the British fleets in the Baltic, led on by the immortal Nelson, were asserting their country's cause before Copenhagen and Carlscrona, the Danish and Swedish islands in the West Indies were attacked by another division of our navy with a body of land-forces; the former, under the command of Rear-admiral Sir John T. Duckworth, who had succeeded to the command on the Leeward-island station, after the removal of Lord Hugh Seymour to Jamaica; the latter, under

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Lieutenant-general Sir Thomas Trigge. St. Bartholomew, belonging to Sweden, surrendered on the first summons. St. Martin's, a Danish island, offered a little shew of resistance; but after the loss of sixty men, the governor capitulated. The booty found on these islands was very inconsiderable, private property being respected. A vast quantity of ordnance-stores was taken. From these islands the Admiral and General proceeded to the Danish islands of St. Thomas and St. John's, which, with Santa Croix and all their dependencies, surrendered upon the same terms as the others had done. The reduction of three islands was effected with a land-force of fifteen hundred men; the squadron was small, and as there was no naval achievement of any note, we shall excuse ourselves from giving their names. Santa Croix was permitted to be a free port, in order to carry on the trade with Porto Rico, whence we received a vast supply of cattle for our islands, and disposed at the same time of our manufactures. In the little intercourse which we have had with the people of Porto Rico, we have found them honest, hospitable, and much attached to the English: their principal diversion is cock-fighting, which they carry to as great excess, in proportion to their means, as any gambling in London or Paris. The birds are kept tied by the leg to the front doors of their houses; we have known as much as 500 Spanish dollars demanded for one of them. Poultry of every description is very plentiful, and the

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woods abound with vast variety of the most beautiful birds. Some young ladies, with whom the Author was acquainted at Aguadilla-bay, asked him for a cartridge of gunpowder: he confesses he could not refuse the singular request of the fair huntresses, who assured him that they spent much of their time in the woods, in pursuit of game. They had elegant little fuzees for the purpose, which in the Spanish language they call Escopeta's.

The French in the month of April, 1801, suddenly evacuated the island of St. Eustatia. It was taken possession of by Colonel Blunt, and Captain Perkins of the Arab, both of whom acted under the directions of Mr. Thomson, the president of St. Kitt's. No sooner were the preliminaries of peace signed in Europe, than it became necessary to send a strong squadron of observation to the West Indies. By one of the articles of the treaty, the French were to be permitted to send a large force to reconquer the island of St. Domingo. Hopeless attempt! but nevertheless, at the instigation of the planters, it was undertaken—the army of Le Clerc, consisting of thirty thousand men, was embarked in ships of war and transports, and sailed for their fatal destination, whence few, if any, were ever to return; it was supposed that the Chief Consul was willing thus to dispose of a supernumerary body of men, which the leisure of peace did not permit him to employ at home: glad to rid himself of their importunities, he sent them on a forlorn hope, where, whether successful

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or not, a great object would be gained to the state.

To watch this formidable armament, the scene of whose operations was within sight of Jamaica, it became absolutely necessary to send a fleet of ships to the West Indies; besides those already on that station, Rear-admiral Campbell sailed with six ships of the line in February, 1802; he was followed by Commodore Stopford with seven more, in the month of March: these squadrons, having touched at Barbadoes and Martinique, ran down to Jamaica, where Sir John Duckworth, having formed a fleet of two-and-twenty sail of the line, sent them under the orders of Rear-admiral Campbell to cruise off the Navassa, a small island between Point Morant and Cape Doña Maria. This service lasted until the month of July, when the news arrived of the signing of the definitive treaty; the fleet was divided into squadrons, one of which was sent to England, another to Halifax, and a third, consisting of the best ships, was retained upon the station until the renewal of the war in the following year. Commodore Stopford remained commander-in-chief at Martinique, Rear-admiral Totty having then recently died of the yellow-fever.*

* The Author was at this time third lieutenant of the Theseus of seventy-four guns, commanded by his respected and valuable friend Captain (now Rear-admiral) John Bligh; from this ship he was, by the kindness of the Earl of St. Vincent, appointed commander of the Lark sloop of war, and returned to England in August, 1802.

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The island of Dominica is one of those devoted spots in the world subject to more evils than usually fall to the lot of humanity: revolt, invasion, floods, and fever, have been its fatal attendants for many years past. While his Majesty's ship, the Magnificent of seventy-four guns, was lying at Prince Rupert's-bay, the black troops in garrison on Fort Shirley, situated on Prince Rupert's-head, rose in open mutiny at half past nine o'clock in the evening of the 10th of April; Major Gordon and three officers of the regiment having dined with Captain Giffard, had not quitted his ship above half an hour when a firing of musketry began, and some heavy shot from the fort were directed towards the Magnificent; at half past eleven all was quiet, and it was supposed that some deserters had endeavoured to escape; at twelve o'clock a canoe came off from the town, with a note brought by a black, who could neither read or write, and understood very little English. It is a singular fact, for which we cannot account, that this man, while the canoe approached the ship to deliver the note, called out repeatedly to the crew of the Magnificent, "Kill all the officers! Kill all the officers!"

The note to Captain Giffard was as follows:—

SIR,

I send you four soldiers from the garrison, who inform me they are in a state of mutiny: they will give you any other information you may require, and you will do what you think proper for his Majesty's service. My force in this bay is so small, that

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in case a party should attempt to make their escape I cannot resist them. I am also in want of ammunition.

I have the honour to be,

H. FROST.

The soldiers whom Mr. Frost had sent to give farther information, could neither speak French or English; Captain Giffard, therefore, immediately despatched Lieutenant Griffiths to the shore to gain intelligence, and to endeavour to bring off some confidential person with whom he might consult for the safety of the colony. The Lieutenant returned at two in the morning, bringing only a confirmation of the mutiny, but no person with him; he was immediately despatched again, in the same mission, and in the mean time the ship was got under an easy sail, and cleared for action. At half past three the Lieutenant returned with a note from Mr. Metcalf, the president of the council, stating, that the black troops had entire possession of the garrison on Prince Rupert's-head; that Major Gordon and some other officers had made their escape; and that as the lives of the loyal inhabitants depended on the exertions of Captain Giffard and the presence of the Magnificent, entreated that he would not leave the bay until a reinforcement should arrive.

Captain Giffard immediately landed sixty-four marines, with a quantity of ammunition and provisions for the militia, and sent two lieutenants with his boats well manned and armed, while himself in the ship stood off and on, ready to act where

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circumstances might require. The mutineers had possession of the inner Cabritta, and the British colours were still flying on Fort Shirley; he was joined in the course of the day by his Majesty's ship Gaieté, a ship corvette, which he ordered to anchor out of gun-shot in the bay; he had in the mean time sent off an express to Commodore Stopford at Martinique.

On Sunday morning, at day-light, the Magnificent being close in-shore, a boat was sent, and took off from the outer Cabritta the surgeon of the garrison and his wife, with a poor slave girl who was wounded—they were nearly naked, with their feet very much cut, having been in bed when the mutiny broke out; they could give no particulars, except that several shots were fired into the bed-room. Captain Giffard now wrote to Major Gordon, to say that the guns of the Magnificent should be ready to second any attack on Fort Shirley. Commodore Stopford joined on the same day at noon, when the President came off, and acquainted him, that the revolters had offered unconditional submission, which had been accepted; but when required to leave their arms on the parade, and march down to the Tamarind-tree, they demurred. On this Captain Giffard went on shore with Mr. Metcalf to concert a plan of attack, and to offer the active co-operation of the navy: the governor, the Honourable Cochrane Johnstone, arrived from Rosseau in the course of the night, and it was decided to storm the inner Cabritta

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if the mutineers did not comply with the terms. The revolters again offered to receive the Governor and all the troops on the parade with presented arms, then to ground them at the word of command, and submit unconditionally. The ships were joined by the Severn of forty-four guns, and the whole drew in to prepare for the attack on Fort Shirley.

At two o'clock on Monday, the British troops, with the marines, began their march, and at a quarter before three they reached the parade, and drew up in front of the revolters; at three a brisk fire commenced on both sides, while a great gun, loaded with grape, from the inner Cabritta, was discharged at our troops: in a few minutes the revolters ran, and were pursued up the Cabrittas, of which we gained possession. The Magnificent bore up round Prince Rupert's-head, and opened her fire on the flying mutineers with so much effect as to cut off their retreat, while the boats of the Magnificent and other ships were sent to bring off prisoners: the whole squadron anchored in the evening in Prince Rupert's-bay, when the mutiny was finally quelled.

It appeared on inquiry that when our troops had marched upon the parade, the black regiment presented arms, and, though with some hesitation on the part of the grenadiers, grounded them: but when ordered to advance three paces, there was a cry of "No, no;" and many took up their pieces and fired. This was instantly returned by

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the white regiment, which produced the confusion we have mentioned. Three of the British soldiers only were killed, and several wounded: the slaughter among the blacks was very great, and many fell by the hands of the executioner. Thus ended a mutiny, which but for the presence of the Magnificent, and the prudent conduct of her captain, might have deluged the island in blood, and produced the ruin of the colony.

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CHAP. XVI.

State of Egypt and French army after the battle of the Nile —Bonaparte goes to Suez—Returns, and fights the battle of Aboukir—Blockade of Alexandria—Hollowell attacks the castle of Aboukir—Intercourse with the French officers— Correspondence between Bonaparte and Tippoo Saib—Difficulty of appreciating the character of Bonaparte—Vigorous conduct of the government of India—Indignation of the Porte at the French—Russia declares war against Spain—Russian and Turkish squadrons pass Dardanelles, and attack the islands of Zante and Corfu—French turned out of Dalmatia —Retrospect of the affairs of Italy—Opinions and conduct of Nelson respecting the Neapolitans—Generals Mack and St. Felipe—King of Naples flies to Sicily—British squadron remains on the coast, and is successful—Siege of Malta— British fleet leaves Cadiz in pursuit of Frenchmen and Spaniards—St. Vincent hoists his flag—goes to Minorca— Lord Keith pursues combined fleets to Brest—St. Vincent resigns command, and returns to England—Success of allies in Italy—Capitulation of castles, Uovo and Nouvo— Speech of Mr. Fox in the house of commons, on violation of treaty—Conduct of Nelson—of Captain Foote—of Lady Hamilton—Execution of Prince Carraciolli—Reflections— Trowbridge—Conduct and opinions—Anecdotes—Takes Rome, Civita Vecchia, &c.—Markham in the Centaur takes French frigates—Digby in Aurora—Brenton in Speedy, engage enemy—Successes on coast of Italy—Royal family return to Naples—Caserta, Capua, and Gaeta, taken—Leghorn —Novi—Sir Sydney Smith's defence of Acre—Bonaparte raises the siege, and retreats to the Nile—Embarks at Alexandria, and arrives at Toulon.

THE battle of the Nile, according to a letter written by Poussielgue, the administrator-general of the army in Egypt, had far more serious conse-

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quences, and fatal effects on the power of France, than could be conceived at the first view. In his intercepted letter, he thus expresses himself, "But the fatal engagement of Aboukir ruined all our hopes; it prevented us from receiving the remainder of the forces which were destined for us; it left the field free for the English to persuade the Porte to declare war against us; it rekindled that which was hardly extinguished with the Emperor of Germany; it opened the Mediterranean to the Russians, and planted them on our frontiers; it occasioned the loss of Italy, and the invaluable possessions of the Adriatic, which we owed to the successful campaigns of Bonaparte; and finally, it at once rendered abortive all our projects, since it was no longer possible for us to dream of giving the English any farther uneasiness in India."—Cooper Willyams, p. 87, &c.

On the 25th of October, Captain Manley Dixon in the Lion, with the Portuguese squadron of four sail of the line, joined the ships left by Nelson in the bay of Aboukir; but finding that the campaign was closed, they returned to Gibraltar. When Nelson had quitted the scene of his glory at the Nile, the Alcmene took a French vessel from Toulon, going into Alexandria. As she ran alongside of her, a packet was thrown overboard. The ship going at the rate of five miles an hour, two seamen of the Alcmene, John Taylor and James Harding, instantly darted into the sea, and saved the papers.

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Both these brave fellows were picked up, and amply rewarded for their zeal and gallantry.

After the total destruction of his fleet, the object of Bonaparte became entirely changed. If he had ever intended the construction of boats or vessels in the Red Sea, or the Persian Gulf, which we hesitate to believe, that plan must have been abandoned by the loss of most of his shipwrights, and their implements, in the battle of Aboukir. To march an army of between thirty and forty thousand men from the Nile to the Indus, a distance of two thousand miles, through the deserts of Arabia and Persia, along the shores of the gulf, was a point more easily discussed at the Luxembourg, than carried into effect. To have embarked that force at Bussora, even had transports been prepared, would have presented almost insurmountable obstacles, to say nothing of the uncertainty of the voyage, the want of provisions, and many other contingencies, with which the General and his staff, with their transcendant abilities, were perfectly unacquainted. Bonaparte, though accustomed to surmount difficulties, was arrested in his progress by moral and physical impossibilities. The enterprise on India was therefore, for a time, laid aside, and as his army could not remain inactive, he prudently directed their energies to more attainable objects. The colonization of Egypt, the marriage of his soldiers with the women of the country, the improvement of their condition,

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the introduction of the arts, and the comforts of civilized life; taking particular care to respect the national and religious prejudices of the Egyptians, who, after the loss of some severe battles, the most important of which was that of the Pyramids, unwillingly submitted to his yoke.

Still these victories reduced the number of his European troops, and the quantity of his ammunition; the reproduction of which in sufficient number and quantity, was nearly impossible, and a few more campaigns must, with victory on his banners, have annihilated the finest army in the world; for such his undoubtedly was. Threatened with an attack from the Turks, Syrians, Mamelukes, and Arabs on the north, he determined to march his army to meet the first, and to obtain possession of the chief city and sea-port of the second. Had he succeeded in his views, it is most probable that he would have retraced his steps along the eastern shore of the Mediterranean, and not, as has been conjectured,* have attempted the conquest of Constantinople and Vienna, by continuing his march through Syria and Asia Minor to the Straits of the Bosphorus. Bonaparte knew a nearer road to these capitals; gladly we believe he would have returned with his army to Italy, but that was denied him by the valour and vigilance of the British navy. In the mean time the government of Bombay was preparing to attack him in the rear; a British squadron, under Admiral Blanket, was at

* See Annual Register, 1799, p. 22.

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Suez, and a Turkish and Russian fleet had passed the Dardanelles. But what was the astonishment and vexation of the chief to find that the march of his invincible legions was obstructed at the foot of Mount Carmel by a few British gun-boats, and that when this difficulty was surmounted his progress was entirely arrested before the walls of St. Jean D'Acre and Damascus! The possession of these places would have been of incalculable advantage to him; the first a sea-port and fortified town, where he might have formed a depôt of warlike stores, received his supplies, and opened communications with France; the second, commanding the northern and most fruitful part of Syria, would at once have ensured him provisions, and served as a barrier to the advance of the Turkish army.

From the hopeless prospect of advancing to the north, Napoleon Bonaparte turned his beaten and afflicted army back to the desert, and once more entered the walls of Cairo, with a force diminished by fruitless conflict, and the disease of the climate. His wasted commissariat and military stores were supplied in some measure by heavy contributions on the poor Egyptians, from whose country there was no retreat. Like a lion in the toils, he now sought every means of escape. The north, the east, the west, were hermetically sealed; the south seemed to open a prospect, and he sent off part of his army to Suez; to which place he soon repaired in person, and reached the

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utmost limits of his daring enterprise: he surveyed the port and anchorage with the eye of a seaman and philosopher; and having countersigned the charter of toleration granted by Mahomet to the monks of Mount Sinai, and directed the construction of several useful and scientific works, the indefatigable chief returned to his troops; whose dangers and difficulties demanded his immediate attention, and from which nothing short of his talent and courage could have extricated them.

The labours of the General were not confined to military operations; he directed an engineer to survey the canal of Suez, which was done with accuracy, resolving scientifically the great problem of the existence of one of the most useful works in the world. All the faults imputed to the private character of that extraordinary personage, cannot obscure the lustre of his achievements, and his constant attention to the advancement of science and human happiness; unfortunately, he was the enemy of England and of liberty!

The dangers of the French army increased, and threatened on every side. On the 13th of July, 1799, a Turkish army under Mustapha Bashaw, supported by the Anglo-Russian and Turkish fleets, advanced against Aboukir, the bulwark of Alexandria and Egypt. The force of the army was estimated at between thirty and forty thousand men. On the 16th, the fleet having anchored

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in the bay, a large body of troops landed without opposition. The castle was attacked and capitulated, after seven hundred men had been cut in pieces by the Turks. Bonaparte, who was in Upper Egypt, hastened to the relief and revenge of his soldiers, and the celebrated battle of Aboukir, between the French and the Turks, decided the fate of the latter by destroying their army. Mustapha Bashaw, the commander-in-chief, was taken prisoner, two thousand Turks lay dead on the field, and the incredible number of ten thousand are said to have been driven into the sea and drowned.

The blockade of Alexandria was conducted with such vigilance, that nineteen vessels attempting to make their escape from that port, were captured and burnt: these were chiefly Danes and Swedes. A just and proper severity to neutrals for consenting to become the active agents of a belligerent. True, it may be said, that they were compelled to it: with this question we have nothing to do; we must take the fact as we find it, and leave the account to be settled between France and her neighbours. Our readers will be surprised to learn, that the French were indebted in a great measure to neutrals for the transportation of their army from Toulon to Egypt, and were waiting to take them back again: this act of hostility, therefore, only met with its just reward: The crews of the ships were all sent back to Alexandria; there

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were, however, some exceptions to this severity, and many Neapolitan vessels were permitted to depart.

On the 21st of October some Russian and Turkish frigates, corvettes, and gun-boats, joined the British squadron in the bay of Aboukir. In one of the corvettes was a Dragoman from the Sublime Porte, bearing the diamond, aigrette, and pelisse, which the Sultan had sent to Admiral Nelson, as a mark of his Highness's approbation.

The ships procured a supply of fresh water, by sending gun-brigs and boats into the Nile, the water of which river being lighter than that of the sea, floats on the surface, whence the sailors skimmed it off with buckets, and filled their casks.

The blockade of this port was conducted by Captain Hood, in the Alexander, who had detached Captain Hollowell, of the Swiftsure, to Aboukir, with orders to take the Russian and Turkish gun-boats under his command, and attack the castle of that place. The Turks on this occasion afforded a bad specimen of the valour of their countrymen.

The boats were ill fitted, the crews untrained, and excessively cautious of exposing themselves to the shot of the enemy. The Turkish ships were no better than their men, and the Russians were very much superior in every respect to their new allies.

A friendly intercourse occasionally took place

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between the officers of the French army and our ships of war. Bonaparte even offered Captain Hollowell a supply of vegetables, which was civilly declined; but some French officers dined with him on board the Swiftsure. The conversation turned on the battle of the Nile, and the burning of L'Orient. They thought we had used unfair means in setting fire to that ship. In support of this assertion, General Bonaparte, they said, had stated that his camp had twice been set on fire by some unextinguishable matter, thrown from the English gun-boats. Captain Hollowell ordered the gunner to bring up some of those fire-balls, which, on inquiry in presence of the French officers, were proved to have been taken out of the Spartiate; and it was known that they were in general use among the French ships. The Bellerophon, when lying alongside the Orient, received many of them, which stuck in her sides; and it is supposed the latter ship was burnt by the ignition of some of the dangerous combustibles. They consisted of a sort of skeleton shell, surrounded with the composition, and, like our fuses, would burn under water, but would not communicate to other bodies, excepting only the powder in a shell, whose explosion was of course rendered harmless.

Nothing diverted the attention of Bonaparte from his principal object. He despatched a letter to Tippoo Saib, sultan of the Mysore, in which he says, what was not strictly correct, and remained to be proved, "You will have heard of my arrival

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on the shores of the Red Sea, with a numerous and invincible army, wishing to deliver you from the yoke of the English. I wish you would send to Suez or Cairo an intelligent and confidential person with whom I might confer." Tippoo had in the mean time sent an embassy to the Isle of France, soliciting succours for the same purpose; and by the persevering intrigues of the French in India, the army of the Nizam was increased to ten thousand European troops. Zemann Shah, a Tartarian prince on the northern frontiers of the British settlements, had been drawn into the confederacy. This Prince was the sovereign of Cabul, the ancient Bactria and Candahar, and it was supposed could have brought into the field an army of one hundred and twenty thousand men.

These immense combinations, shewing the powers of his mind, and the vast resources of his genius, to annoy and almost to dissolve the whole system of civilized government from one end of the world to the other, would seem to justify the enmity which the princes of the earth had raised against him: in England, where the freedom of the press had given full scope and gratification to invective and inquiry, his character was exalted or debased according to the various interests of political enthusiasm or private gain.*

* One caricature, among thousands of others, represented him as Gulliver, standing on the palm of King George's hand (the King of Brobdignag); the likeness of both was admirably preserved. His Britannic Majesty thus addresses him: "My little

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The Presidency of Madras under Lord Hobart discovered the plots in India: the Governor of Bombay prepared a force to repel an invasion. Admiral Rainier remained on the Malabar coast; the Earl of Mornington, Governor-general, was assisted by his brother Colonel Wellesley in the field: the armies were every where victorious: the French party were dismissed from the Nizam's court, and the year 1799 saw the storming and capture of Seringapatam, and the death of Tippoo, by the army under General Harris.

Events of vast magnitude in the East darken and confuse the political atmosphere so much, that it is with difficulty the historian can keep pace with them, and place each in a clear and distinct point of view. When the hypocrisy and dissimulation of France in the invasion of Egypt were known at Constantinople, the French, Spanish, and Dutch ministers attempted to apologize for the conduct of the directory. The answer of the Reis Effendi to the Spanish ambassador was remarkably dignified and severe: "I am sorry to find the King of Spain become the tool of men, who murdered his family, and shake a sabre over his own head."

An embargo was laid in the ports of Constan-

friend Grildrig, from the information you have given me, and from the answers which I have wrung and extorted from you, I cannot but conclude you to be the most pernicious little reptile that the Almighty ever suffered to crawl on the face of the earth."

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tinople on all French vessels; the Spanish and Dutch ministers were ordered to quit the capital; and Ruffin, the French ambassador, with all his attendants, was shut up in the castle of the Seven Towers. The Turks called them "Swinish Infidels."

The Emperor of Russia, now the firm friend and ally of Britain, declared war against Spain; and discord, through the malignity of a few men at the Luxembourg, was spread from St. Petersburg to the Ganges.

Twelve Russian ships of the line joined our fleet in the North Seas, and we own in rather better condition than the last. Another squadron passed the Bosphorus on the 25th of August, and formed with the Turks a force of twelve sail of the line and sixteen frigates, which first attacked the new department of France in the Ægean and Adriatic seas. Cerigo (the ancient Cytherea), a Venetian island ceded to France at the treaty of Campo Formio, was taken on the 12th of October. Zante, Cephalonia, Corfu, and Santa Maura, fell in succession, and the garrison had their option to go to Toulon or Ancona, but not to serve against France until regularly exchanged. The fulfilment of these terms was remarkable only for the mildness and honour evinced by the confederates. The horrors of war are often mitigated by the humanity of those whose duty it is to disregard every feeling, as long as a hostile flag is displayed. We have been sometimes tempted to exclaim, that the best and bravest go to war, while cowards stay at home and "bid the valiant die."

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The Bashaw of Janina dispossessed the French of all their posts on the coast of Dalmatia, where they had begun to disseminate those doctrines of liberty, which, in 1820, produced the rebellion against the Ottoman Porte, and which will, no doubt, end in the emancipation of the neighbouring states of Epirus, Thessaly, and Macedonia.

Paswann Oglou, the Bashaw of Widdin, by this timely union of Turkey and Russia, and a strong naval force of those powers being on the coast of Albania, was induced to come to terms with the Porte. In the capture of these islands some French prisoners, had not, according to the general arrangement, been sent to Toulon or Ancona, but landed on the coast of Albania; others, taken by Nelson on his return from the Nile, had been driven into the port of Syphanto. The treatment they received from the Turks was not so humane as we could have wished, and might have expected, after what took place at Corfu. They were closely confined, and owed their liberation to the intercession of Sir Sydney Smith, to whom, for his gallant services, and as the representative of his government, the Sultan was pleased to shew this mark of attention. Sir Sydney, being present at the launching of a Turkish ship of eighty-four guns, presented his Highness, on the occasion, with a model of the Royal George, and some brass field-pieces, in the name of his Britannic Majesty.

A slight retrospect of the affairs of the kingdom of Naples, will place the character of the principal actors of that drama in a fair light for the judg-

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ment of posterity. Many facts we have obtained from officers who were present on those occasions, and faithful witnesses of Neapolitan profligacy and cowardice.

"No circumstances could be more unfavourable to Europe," says Mr. Southey,* "than those which placed England in strict alliance with the superannuated and abominable governments of the continent." England seems to have seen only the danger of a military despotism from the enormous power of France, and while attempting to subdue the greater evil forgot the lesser, and disregarded the miserable condition of the lower orders in Italy, and the island of Sicily and Sardinia. Nelson, like every Englishman, wished to curb the power of France, and then leave the princes of Europe to alleviate the sufferings of their people, as circumstances might require. The first object having been obtained, the second was left to the generosity of their princes.

The feelings of the Neapolitan court, on the news of the victory of the Nile, may be readily supposed, when we are assured that it relieved them from an impending revolution. The letter of Lady Hamilton is sufficiently ardent,† and her actions, as described by the same author, still more so.

Surrounded by luxury, flattery, and falsehood, the mind of Nelson became enervated: he was sensible of his weakness, and of the depravity that

* Life of Nelson. † Southey, vol. 2, p. 5.

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assailed him. "It is a country," said the hero, "of fiddlers, poets, w——s, and scoundrels." In their society he became contaminated, and his great character received a blemish which will ever sully its glory.

The King of Naples implored him to remain, and assist in guarding his kingdom. Nelson, who had intended returning to Alexandria, to destroy the shipping in that harbour, consented, knowing that if he withdrew his succour, the boastings of the Neapolitans would end in vapour. He therefore ran down to Malta, to witness the progress of the siege, and blockade of that island. Goza had surrendered; leaving Captain Ball to conduct the rest, he returned to Naples. The Foudroyant was sent out to him in the spring; he hoisted his flag in her, and saw in an instant what was to be expected from Mack, which in few words he foretold: "General Mack cannot move without five carriages; I have formed my opinion—I heartily pray I may be mistaken." In the mean time the British and Portuguese ships of war, with a body of five thousand Neapolitan troops, had seized upon Leghorn, where an immense number of vessels were found laden with corn for the ports of France and Genoa, besides privateers of great force, ready to proceed against our commerce. Some diplomatic chicanery was attempted in order to rescue these vessels from the control of Nelson: and the true Neapolitan shuffle, as he called it, saved the booty from the hands of our sailors, but rendered it un-

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available to our enemies. "So far," said the hero, "I am content; the enemy will be distressed, and, thank God, I shall get no money; the world, I know, thinks that money is our god, and now they will be undeceived, as far as relates to us. Down, down, with the French, is my constant prayer."

Among the sonnets and odes which fell in profusion on his table, from this frivolous and dissolute people, was one from Father M'Cormick, an Irish Franciscan, who predicted the capture of Rome by the British ships. Nelson reminded the priest that the Tiber would not admit them from the shoalness of its waters. The poet, had he been a seaman, would have seen the absurdity of his flattery, and his folly, in persisting that such an event would come to pass.

We have already noticed the bold advance of the King and General Mack. The right wing of the Neapolitan army, consisting of nineteen thousand men, fell in with three thousand French; and, as soon as St. Felippe, the Neapolitan general, was near enough, he clapped spurs to his horse, and joined them. A soldier of his army fired, but, unfortunately, only wounded the dastard. "The Neapolitan officers," said Nelson, "did not loose much honour, for they had it not to lose; but they lost all they had:" in this country, as in Spain, all the honour and courage were in the lower orders. After this defeat of Mack, the navy of Britain was unfortunately employed

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in propping up the most rotten and tottering government in the world. Sir Charles Stuart sent one thousand men from Minorca to defend Sicily.

The armies of the republic, having driven the King of Naples and his timid soldiers to the water side, his Majesty, with the Queen and royal family, in December, 1798, embarked on board the Vanguard, at Naples, and Nelson conducted them in the worst weather to Palermo, in Sicily. During this tempestuous voyage, Prince Albert, a child of five years old, died of fright and sea-sickness in the arms of Lady Hamilton.

The British squadrons under Trowbridge and Hollowell, remained on the Roman and Neapolitan coast, actively co-operating with the Austrians and Russians in the reduction of the sea-ports. Hood, who had returned from Egypt, in the Zealous, took Salerno Dell Mare.

The siege and blockade of Malta were continued with unremitting vigour, by the British and Portuguese forces under the command of Captain Ball, of the Alexander. In the course of the year, the Maltese, divided into factions, were destroying each other, while the French were shut up in the fortress of Valette: the better sort of Maltese were imprisoned, plundered, and put to death by the mob. The Grand Master went out of his senses; and a deputation waited on Captain Ball, to request that he would assume the government of the island, both civil and military; and, having landed, he very soon restored order. The Mal-

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tese next sent a petition to Lord Nelson, and the King of Sicily, requesting that Captain Ball might be confirmed as their governor. This was also complied with. A corps of marines, of three hundred men, under the command of Major Weir, on this occasion greatly distinguished themselves: the same officer raised a Maltese regiment, which he brought to a high state of discipline, and which served until the reduction of the island.

It has been already observed, that Lord Keith lay before Cadiz, with sixteen sail of the line. The French fleet, which had escaped from Brest, appeared off that port, on the 4th of May: they had twenty-six sail of the line, and wished to enter the harbour: it was blowing a gale of wind. Lord Keith weighed, and offered them battle; but this they declined: the gale increased, and the French admiral, seeing no prospect of entering the port, without bringing on an action, bore up on the 9th, and ran through the Straits for Carthagena. On this, Lord Keith bore up for Gibraltar, where he anchored the same day. Here, with all the zeal and vigilance of Earl St. Vincent, and the anxiety of every officer to forward the work, it took five days before the provisions and water could be completed, and the ships sufficiently repaired to follow the enemy; when the Earl of St. Vincent hoisted his flag on board the Ville de Paris, and taking Lord Keith under his orders, made all sail for Cape Dell Mell. At this place he received intelligence, that the enemy had anchored in Vado-bay: but his Lord-

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ship, having every reason to think that the Spaniards meditated an attack on Minorca, went to Mahon, and ordered Lord Keith to cruise off the island, the Spaniards having collected a large body of troops at Majorca. The French fleet again put to sea from Vado-bay, reached Carthagena on the 17th of June; and, being joined by the Spanish fleet, under Mozorado, they all flew through the Straits, and reached Cadiz in safety. It was long before Lord Keith gained information of the enemy, when he crowded sail for Cadiz, off which place he arrived on the 22d of July, and learnt that the combined fleets had sailed on the 21st. Stung with anguish at his disappointment, his Lordship again made sail in pursuit of his foe; and having been joined by Sir Alan Gardner, with seventeen ships of the line, arrived off Brest just six hours after the combined fleets had anchored in that port.

June 16, 1799, the Earl of St. Vincent, having resigned the command of the Mediterranean fleet while at Minorca, proceeded down to Gibraltar, to prepare for his return to England. His Lordship's health had been some time declining; and, as he states in his letters, he considered it an injustice to Lord Keith to keep him any longer out of the command: he returned to England in the Argo.

In May, Milan surrendered to Suvaroff, who had forced the passage of the Adda; and, in July, the citadel of Turin, and the fortress of Alexandria,

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were taken by the Allies. Mantua capitulated on the 3d of August.

Trowbridge had resigned the blockade of Alexandria in Egypt to Sir Sydney Smith, who, in November, 1798, was sent out in the Tigre of seventy-four guns, by the admiralty, expressly for that duty. This measure was displeasing to Lord Nelson, who fancied himself slighted by the independent command assigned to that officer; and the gallant and manly Trowbridge felt it "an indelible disgrace;" fortunately, the talents of both Trowbridge and Sir Sydney were better adapted to the respective employments on which they were sent.

Trowbridge, having been ordered by Nelson to co-operate with the Austrians and Russians, had a strong squadron placed at his disposal. Among other ships the Seahorse, commanded by Captain Foote, whom he intrusted with the siege of the castles of Uovo and Nouvo, in the bay of Naples, closely blockaded and bombarded. On the 19th of June, he compelled them to capitulate, which they consented to do, only on condition that the safety of the garrison should be guaranteed by the honour of a British officer, a proposition Captain Foote instantly pledged himself to see performed. He supposed he might the more readily venture to make such a promise, as the strength of those places was known to be so great as to threaten destruction to the city, which they entirely commanded, and that he might hourly expect the ar-

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rival of the combined fleets: to gain possession, therefore, in any manner, was a point of the utmost importance. This treaty, made with the enemy on the faith of our well known national character, we lament to say, was *violated.*

Attempts were made to place the odium of this flagrant breach of faith on Captain Foote; fortunately, there is no officer in his Majesty's service more scrupulously exact in points of honour, than the one in question. The documents, on which he rests his defence, are before the public, and the facts uncontrovertible.

On the 24th of June, a British fleet of seventeen sail of the line entered the bay of Naples; Lord Nelson and Lady Hamilton, perhaps Sir William also, were on board the Foudroyant: a flag of truce was flying at the masthead of the Seahorse, and also on the castles of Nouvo and Uovo. Having on his passage received information that an "*infamous* armistice had been concluded with the rebels of these castles, to which Captain Foote had put his name," his Lordship on entering the bay made the signal to annul the flag of truce, being determined, as he said, never to give his approbation to any terms with rebels, but unconditional surrender; and, in a private letter from Lord Nelson to Earl Spencer, published in a work called "Genuine Memoirs," his Lordship calls the treaty "a most infamous one." Captain Foote, on his return to England, in 1800, was not then aware of the extent of blame imputed to him, but

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had intimation that his conduct was not altogether approved. Anxious for public investigation he would have demanded a court-martial, but was dissuaded by his friends in and out of the admiralty, lest, as they said, he should attach himself to a party—at the head of that party was Mr. Fox, who closed a debate in the house of commons with this remarkable speech, which remains unanswered.

" When the right honourable gentleman speaks of the last campaign, he does not mention the horrors by which some of those successes were accompanied: Naples, for instance, has been among others (what is called) delivered; and yet, if I am rightly informed, it has been stained and polluted by murders so ferocious, and cruelties so abhorrent, that the heart shudders at the recital. It has been said, that not only were the miserable victims of the rage and brutality of the fanatics savagely murdered, but that in many instances their flesh was devoured by the cannibals, who are the advocates and the instruments of social order! Nay, England is not wholly exempt from reproach, if the rumours which are circulated be true. I will mention a fact to give ministers the opportunity, if it be false, to wipe away the stain that must otherwise affix on the British name. It is said, that a party of the republican inhabitants at Naples took shelter in the fortress of Castle del Uovo. They were besieged by a detachment from the royal army, to whom they refused to surrender, but demanded that a British

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officer should be brought forward, and to him they capitulated. They made terms with him under the sanction of the British name. It was agreed that their persons and property should be safe, and that they should be conveyed to Toulon. They were accordingly put on board a vessel; but, before they sailed, their property was confiscated, numbers of them were taken out, thrown into dungeons, and some of them, I understand, notwithstanding the British guarantee, absolutely executed."

Who will not for ever regret that our favourite hero should have disgraced his country by revoking the word of honour given to save the lives of unfortunate men, and required by these men as the highest compliment that could be paid us? We disclaim all party feelings, Whigs or Tories are alike to us, so long as they do their duty. But here we see the high character of England blasted by the foul breath of a revengeful woman; and the British flag covering the dark deed, breaking a sacred agreement, and giving up its confiding victims to the hands of the executioner.

It appears that Lady Hamilton carried this great point against us. "Haul down the flag of truce, Bronte," she exclaimed on the quarter-deck of the Foudroyant, as the ship entered the bay: "No truce with the rebels." Cardinal Ruffo, on the contrary, maintained that the treaty ought to be held inviolate; he was unfortunately overpowered, and retired in disgust.

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Captain Foote, after the arrival of Lord Nelson, was sent in the Seahorse to Palermo, whence the royal family was to embark for Naples in one of their own frigates. General Acton, the prime minister, acquainted him that their Sicilian Majesties were sensible of his gallant conduct, and desired him to convoy them to Naples, which he did; but, previous to their sailing, he used every argument in favour of the unfortunate beings whom he had been the innocent means of delivering over to the unrelenting hands of arbitrary power. He pleaded for the republican garrisons of Revigliano and Castel a Mare, urging, that it was through his intercession that they had been induced to surrender without farther effusion of blood; and concluded by saying, that, as their Sicilian Majesties were pleased to think he had rendered them some service, he begged, as a *personal favour to himself*, that the capitulation with those garrisons might be held sacred!

The minister replied, "that, on his account, the most obnoxious should only be confined during the then very unsettled state of the Neapolitan dominions."

The Seahorse and the Neapolitan frigate put to sea from Palermo on the 3d of July, and arrived at Naples on the 8th, when Captain Foote was sent with the Thalia, commanded by Captain Josiah Nisbet, under his orders, on immediate service *at some distance from Naples*. This was a prelude to the tragedy. Nisbet thought as Foote did,

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and was therefore, by the contrivance of Lady Hamilton, sent out of the way.

The unfortunate Carraciolli, not being included in the capitulation of St. Elmo, made his escape. That brave officer, it will be remembered, had commanded a Neapolitan seventy-four (the Tancredi) in Admiral Hotham's action of the 14th of March, 1795, and had distinguished himself. He accompanied the royal family to Palermo in December, and was by the King permitted to return to protect his property, which was very considerable. This permission the Prince thankfully accepted. The French entering the Neapolitan dominions, seized on his estates as a royalist, and he had no means of regaining them, but by consenting to command the Neapolitan fleet; in which situation, it must be admitted, that he did the duty expected of him. Events were adverse to the French, they were compelled to evacuate the country, and leave their friends to make the best peace they could.

Carraciolli, after the violation of Captain Foote's treaty, concealed himself. — Discovered by the cowardly flatterers attached to the royal persons, he was taken in the disguise of a peasant, and brought on board the Foudroyant with his hands tied behind him. Hardy, the captain, saw with indignation this unworthy treatment, and commanded that he should be instantly loosened. The poor old man was in his seventieth year; he was in extreme wretchedness, and would have

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been true to his master, had his master been true to himself. We would willingly spare ourselves the pain of relating the sequel; but, although so well told by Mr. Southey, it is an incident peculiarly belonging to naval history. It was nine o'clock in the morning when he was brought on board the Foudroyant, whose deck and flag were polluted by the scene.

Nelson wrote an order for his trial, which commenced at ten. At twelve he was declared guilty; and at five he was hanged at the yard-arm of the Minerva, a Neapolitan frigate.

The Prince had no council, no time to collect witnesses, was tried by a court composed of his avowed enemies, the greatest of whom was Count Thurn, the president. He requested of Lieutenant Parkinson, who had charge of him, to intercede, if possible, to obtain a new trial; but Nelson, who had ordered the first, "*could* not interfere" to grant a second. He then begged to be shot; but this humble request was also refused. Lady Hamilton, from whose former acquaintance he hoped to gain this favour, was not to be found, being concealed in her cabin during the interval between the trial and execution. At the last fatal scene she was present, and seems to have enjoyed the sight. While the body was yet hanging at the yard-arm of the frigate, "Come," said she, "come Bronté, let us take the barge, and have another look at poor Carraciolli." The barge was manned, and they rowed round the frigate, and satiated

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their eyes with the appalling spectacle. The body was cast into the sea with shot attached to the feet; some days after, swollen by putrefaction, it rose head foremost; and Ferdinand had the horror of beholding, once more, his old and faithful servant, whose remains were now allowed a Christian burial. But Naples, in spite of the pious act, was the scene of bloodshed, pillage, and rebellion.

We have heard that Lady Hamilton, in her last moments, uttered the most agonizing screams of repentance for this act of cruelty. The Prince was ever before her eyes: she could not endure to be in the dark; and left the world a sad, but useful example of the fatal effects of revenge and of unbridled licentiousness.

Trowbridge, in the mean time, with Hollowell, Hood, and Louis, were all actively employed in the reduction of the fortresses on the sea-coast; and, had there been one spark of virtue or courage in Ferdinand, and his base associates, Naples might have been again happy,—but her day was past!

Of the Italians who figured in this eventful scene, we only know of two who deserved the name of men—Ruffo and Carraciolli! Thirsting for the blood and property of each other, there was no act degrading to men which the degenerate Neapolitans scrupled to commit; cowardice and treachery were the prominent features of their character. Whatever courage or talent might be found among them, was (with the exception of Ruffo)

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always exerted *against* the king. The following anecdote was given to the Author by a friend on whose veracity he can rely.

Trowbridge, while employed on the coast of Italy, was asked by a lieutenant-colonel, a *staunch royalist*, for two English sloops of war, with which he was to take some little fort. The request was granted; and the warrior returned and begged for two frigates; these were given in lieu of the sloops; when another request was preferred, for two ships of the line. This last application was made in the cabin of the Culloden; suddenly the doors burst open, and out flew the lieutenant-colonel, with Trowbridge at his heels, kicking him along, while the Commodore, foaming with rage, exclaimed, "The cowardly rascal—first sloops, then frigates, then ships of the line, and then, d—n him, he is afraid to fight after all!"

No man so justly appreciated the character of those people as Trowbridge; he hated the French, but he despised the Neapolitans. They wanted to hang some of their priests, whose only crime was, having sense enough to see that the ruin of their country was certain, and sought to save it. Thirteen of them were ordered for execution, and the infamous authorities had the audacity to ask Trowbridge to lend them a hangman! The Commodore indignantly repelled the affront on the honour of his flag and his crew: the meanest scavenger in the Culloden was superior to those

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who made the request. While the poor inhabitants of the islands on the coast were starving, or fed by the private bounty of Trowbridge and his officers, Sicily had corn, and the King money; but such was the corruption of the court, that every thing was diverted from its channel, the inhabitants first goaded to rebellion, and then punished with inexorable severity.

October 5, Commodore Trowbridge, in the Culloden, took possession of Civita Vecchia, Cornatto, and Tolfa. These places surrendered on the 29th and 30th of September to a detachment of seamen and marines from that ship and the Minotaur. Three thousand of the enemy were immediately sent off by sea, and two thousand more waited for shipping to convey them to France.

Rome was at the same time evacuated by the French; and by a convention between Commodore Trowbridge and the French general, Garnier, the Roman states were cleared of the enemy who had committed the most shameful depredations.

The evacuation of Rome was arranged by Captain Louis of the Minotaur, and possession of it given to General Boucard.

By the articles of the capitulation, the French troops were permitted to march out of the city of Rome, and of the Roman territories, with the honours of war; to take their muskets and their bayonets, but no field-pieces. They were to embark at the port of Civita Vecchia, and be conveyed

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thence to France in British transports: the troops were not to be considered as prisoners of war. Twenty-four hours after the signing of the convention, four hundred men were landed from the British ships of war; one hundred of whom took possession of the town of Civita Vecchia, and three hundred marched to Rome to take possession of that city—a striking instance of the revolution of empires. The ancient capital of the world, the city that held the destinies of millions, from the Euphrates to the wall of Severus, is in the eighteenth century garrisoned by three hundred of the natives of the most remote and barbarous of her conquests.

The French made an effort to retain the valuable works of art, of which they had gained possession; but the British officer very properly rejected the claim. They also demanded a free passage for their cavalry out of Italy, and that they should be victualled and provided for on their journey by the good officers of Commodore Trowbridge. This, with many other demands equally extraordinary, were peremptorily refused, and the horses being public property, were required to be given up to the British and their allies. Two decked vessels were demanded, that should not be subject to inspection, to take away such persons or articles as the General might choose to select. This was likewise rejected.

The treaty was signed by Commodore Trowbridge and the French general, Garnier, the 20th

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of September, 1799, and the ports of Ancona and Coni surrendered to the Austrians.

On the 19th of June, a squadron of French frigates and corvettes, from the coast of Egypt, bound to Toulon, were discovered by a British squadron, consisting of the Centaur, seventy-four, Captain J. Markham; Bellona, seventy-four, Sir Thomas Thompson; Santa Theresa and Emerald frigates; and with singular success they captured the whole of them. Their names were :—

Ships.	*Guns.*	*Men.*
La Junon	40	300
L'Alcerte	36	300
La Courageux	22	160
La Salamine	18	
L'Alerté	14	

In July, Captain Henry Digby, in the Alcmene of thirty-two guns, cruising on the north coast of Spain, saw a large ship lying in the harbour of Vivero; and though under the protection of two batteries, he ran in, sent his boats to her, and brought her out, together with a brig of four hundred tons. The ship was pierced for thirty-two guns, and both were laden with masts, hemp, and other naval stores, and bound to Ferrol.

On the 9th of August, Captain Jahleel Brenton, in the Speedy brig of fourteen guns, with the Defender, a privateer of Gibraltar, of the same force, gave chase to three Spanish armed vessels, which took refuge in a bay five leagues to the eastward of Cape de Gat, where they moored in a line within

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a boat's length of the beach. Captain Brenton having engaged them for three quarters of an hour under sail, and not making any impression, ran in, and let go his anchor so close to the centre vessel, as nearly to touch her: the Spaniards could stand this no longer, and, taking to their boats, fled, and left all the vessels to the victors, who brought them out in triumph, with only two men wounded in the Speedy and one in the Defender. In October, Captain Brenton went with his boats into a bay near Cape Trafalgar, where, under a heavy battery, and in defiance of the enemy, who lined the shore with musketry, he boarded and destroyed four Spanish merchantmen, and returned on board without any one in his boats being hurt.

The Speedy's next encounter with the enemy was in the Straits of Gibraltar, which she had entered with a convoy from Lisbon. The gun-boats from Algesiras put out to attack them. The Captain of the Speedy allowed the enemy to approach as near as they thought proper: they had thirteen boats with long thirty-two pounders, and full of men; reserving his fire so long, the spectators on the rock begun to exclaim, that he was failing in his duty; but in an instant the royals and studding-sails of the brig were taken in, and passing through the midst of the gun-boats, so near as to carry away their oars, he poured in from either side such volleys of round and grape that the enemy fled in confusion, and the Speedy got safe into the bay with all her convoy.

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Soon after this he had another brush with the gun-boats under the guns of Europa-point, and was nearly sunk; but escaped from them by the same bold manœuvres. The officer of the guard in the south fired one shot at the enemy, for which he was put under an arrest by the Governor. The Speedy got into Tetuan, where she stopped her shot-holes, and the next day returned to Gibraltar-bay; the Captain and crew much out of humour with General O'Hara, the governor; but when Captain Brenton waited on him, his excellency thus addressed him—"I conclude, Sir, you think I have treated you very ill, in not affording you assistance; but I have made arrangements with the Governor of Algesiras, to prevent this town being kept in a constant alarm and annoyance by the Spanish gun-boats, which in consequence are never to be fired on from the rock: there is the copy of a letter which I have written to the admiralty, and I most sincerely wish you may obtain your promotion." The letter was so handsomely worded, that the Captain could say nothing about the transaction of the preceding night, and shortly after was promoted to the rank of post-captain.

June 27, Lord Nelson acquainted Mr. Nepean with the British and Neapolitan forces being in possession of Naples, the castle of St. Elmo still holding out.

July 13. That castle also surrendered after a siege of eight days; our heavy batteries were ad-

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vanced within one hundred and eighty yards of the ditch. Captain (afterward Sir Thomas) Trowbridge commanded the force landed from the squadron, assisted by Captain Ball; but he being detached to Malta, his place was supplied by Captain Hollowell. According to Lord Nelson's account of this affair, nothing could exceed the gallantry and good conduct of Sir Thomas Trowbridge, and the officers above named. The Portuguese marines served with ours on this enterprise.

The letter of Sir Thomas Trowbridge to Lord Nelson on this occasion is so concise, as to give a very inadequate idea of the service performed; for a due appreciation of which it is necessary to know the local situation and strength of the castle of St. Elmo. Its reduction was owing to the great exertion of Trowbridge and his colleagues, in the Russian and Portuguese services, in bringing up the guns of a vast calibre, and planting them in the batteries, with a degree of celerity which at once astonished and confounded the French garrison.

On the 18th of July, his Sicilian Majesty hoisted his standard on board the Foudroyant, in the bay of Naples. Lord Nelson was then on board of her, and commanded the British and Portuguese squadron.

On the 1st of August, 1799, Nelson acquainted the Commander-in-chief, that the whole of the Neapolitan kingdom had been cleared of the

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French troops. "This event," says his Lordship, "has been brought about by the exertion of Trowbridge and part of the crews of the ships of war. His own modesty (says Nelson) makes it my duty to state, that to him alone is the chief merit due."

Captain Samuel Hood, with a garrison of seamen in Castel Nuovo, had for five weeks kept the city of Naples in peace, and it was observed, that it had never been more quiet; and the kingdom, he adds, was delivered from a band of robbers, for such had the French proved themselves. Capua and Gaeta surrendered to Trowbridge, who gives an account of his success to Lord Nelson in a letter, of which the following is nearly a copy—"I marched on the 20th inst. with the British and Portuguese troops from Naples, and arrived at Caserta on the following morning, whence, after a little refreshment, I continued my march, and encamped near Capua. I had with me a body of Swiss under Colonel Tchudy, of Neapolitan cavalry under General Acton, and the different corps of infantry under General Boucard and Captain Gams.

"On the 22d, a bridge of pontoons was thrown across the river; gun-boats and batteries were immediately established within five hundred yards of the enemy's works; and on the 25th, four twenty-four pounders, two howitzers, and two mortar-batteries opened on the town. The fire was returned from eleven pieces of cannon; but on the following day trenches were opened and new bat-

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teries began within a few yards of the glacis." The enemy, on finding the sort of foes they had to contend with, capitulated, and the garrison marched out with the honours of war.

In this service, Russian, Portuguese, Neapolitan, Swiss, and British, all served together, and Trowbridge conducted the whole, and gives credit to all. Thus fell the city of Capua. In these events Captains Hollowell and Oswald served with much distinction. Gaeta surrendered upon rather easier terms. There were taken in the garrison of Capua one hundred and eight pieces of serviceable ordnance, from twenty-four to four pounders, ammunition, and small arms, one hundred and ninety-nine officers, and two thousand six hundred non-commissioned and privates.

At Gaeta there were found fifty-eight pieces of brass ordnance, from twenty-four to eighteen pounders, and many guns of a smaller calibre, thirteen mortars, and an immense quantity of warlike stores; eighty-three officers, one thousand four hundred privates, besides rebels. Trowbridge at this time commanded the Culloden of seventy-four guns, to which ship he was very partial. Hollowell had the Swiftsure.

While the British navy was successfully employed against the common enemy of mankind, the army of Austria and Russia were retaking from them every day the strong places in the Milanese of which they had gained possession. Alexan-

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dria surrendered to Field-marshal Count Bellegarde.

In July, 1799, a strong, effective, and zealous co-operation between our naval commander-in-chief and the allied generals, reduced the French to the necessity of abandoning all their conquests in Italy, and the sea-ports of the Mediterranean were glad to acknowledge their protection. Moreau's army was beaten on the Rivira of Genoa. The Tuscans took a position close to Leghorn, and the Austrians at the same time with an increased force threatened the invasion of Tuscany. In consequence of these successes, the French general, Moreau, was glad to withdraw all his forces from the Tuscan territory, and not a French soldier was left in that country. The people rose *en masse* to assist the armies in ridding themselves of those " pests of the human race ;" and British cruisers were stationed off their ports, so as to prevent them taking away the plunder which they had obtained from the people, whom they pretended to relieve from the oppression of their tyrants.

August 16, 1799, Novi was taken by a combined movement of Austrians and Russians, under Field-marshals Kray and Bellegarde; Melas had also a brilliant share in the action. The French lost upwards of four thousand men prisoners, with cannon, and the French general, Joubert, was killed.

The defence of the town of Acre forms a very

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particular feature in the history of the war in the Mediterranean. It is supposed to have disconcerted the views and intentions of Bonaparte, and to have induced him to return to Europe, which he did in August, 1799; and by a masterly stroke placed himself at the head of the revolutionary government, where he employed the resources of his country with so much skill, that kings trembled at his name, and contended for his alliance by marriage.

To enter into the details of the siege of Acre would occupy too much of our time, and the reader would think himself ill requited for his trouble. It presents some wonderful instances of courage and desperation, and, like Alicant, may remain a monument of British valour and obstinacy. The operations of the campaign began in March.

The Tigre, Captain Sir Sydney Smith, and the Theseus, R. W. Miller, were moored near the town. The nature of the coast, and the fine anchorage of the bay, allowed the boats of the British squadron to approach the enemy's camp, and to give them great annoyance. The French kept up a heavy and almost incessant fire, and in the month of May made a fourth attempt to mount the breach, but in vain; and Sir Sydney lamented to see even the blood of so brave an enemy uselessly sacrificed.

Captain David Wilmot, of the Alliance, was shot on the 8th of April, 1799, as he was employed mounting a howitzer; Colonel Philipeaux,

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of the engineers, also fell a sacrifice to his zeal; he died from fatigue and exposure to the heat of the sun. The enemy continued within pistol-shot of the walls, notwithstanding the fire kept up from the ramparts. Major Oldfield, of the marines, was killed in a sortie; and the Turks revenged his death, according to their barbarous custom, by bringing in the heads of sixty Frenchmen.

In the month of May, the French General had approached his batteries to within ten yards of the Turkish ravelins, which he attacked for many nights successively, but was always repulsed with loss. A constant fire was kept up to make a breach; and nine times were the French led in to the storm, and as often beaten back with immense slaughter. The siege was one continued battle, interrupted only at short intervals by excessive fatigue on both sides. The spirits of the garrison were kept up by the expectation of a reinforcement, in which, fortunately, they were not disappointed. Miller in the Theseus had intercepted a convoy of gun-boats, laden with cannon and ordnance-stores, and had captured seven of them: this was a severe loss to the enemy.

Hassan Bey repaired to the relief of Acre by orders from Sir Sydney; and on the fifty-first day of this arduous siege, the fleet of corvettes and transports, with his troops on board, made their appearance.

The approach of this additional strength was

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the signal to Bonaparte for a most vigorous and persevering assault, in hopes of gaining possession of the town before the troops could land for its relief.

The efforts of the contending parties increased with the peril on one side, and the hope of victory on the other; the redoubled fire of the French was answered by a British floating battery, which enfiladed their trenches, but they secured themselves from the effects of our shot in the day, by the works which they threw up during the night. A brass eighteen pounder in the light-house castle, under the direction of Mr. Scroder, a midshipman of the Theseus, and a party of seamen from that ship, and a twenty-four pounder in the north ravelin, manned from the Tigre, under the direction of Mr. Jones, gave the greatest annoyance to the enemy. These guns, being within the distance of grape-shot, added to the Turkish musketry, did great execution. Two sixty-eight pound carronades from the Tigre, mounted in flat boats, threw shells into the centre of the French column, which still advanced, and made a lodgment in the second story of the north-east tower, the upper part of which had been beaten down, and its ruins falling in the ditch formed the acclivity by which they mounted, day-light exposed to the besieged the extent of their danger.

The enemy's flag was seen flying on the outer angle of the tower: the fire of the town was much abated, that of the enemy still undiminished;

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and they had covered themselves from our flanking fire by two traverses in the ditch, composed of sand-bags, and the bodies of their slain. This had been their night's work, and at day-light the points of their bayonets only were visible above the parapet.

At this moment the troops of Hassan Bey were in the boats, but not landed—Sir Sydney waited their arrival on the shore, and instantly led them into battle, greeted by the enthusiastic cheers of all the inhabitants of St. Jean D'Acre, who owed their safety to this timely reinforcement, animated and inspired by the presence of a British naval officer. The breach was defended by a few brave Turks, whose most destructive missiles were large stones, with which they struck their assailants on the head, overthrowing the foremost down the slope, and impeding the progress of the rest. A succession of troops ascended to the assault: the heap of ruins between the two parties serving as breast-work for both; the muzzles of their muskets touching, and the spear-heads of their standards locked in each other. Ghezzar Pacha, the governor of Acre, hearing the English were on the breach, quitted his station, where he was sitting to reward such as should bring him the heads of the enemy, and distributing musket-cartridges with his own hands. "This energetic old man coming behind," says Sir Sydney, "pulled us down, saying, if any harm happened to his English friends, all was lost."

The Pacha objected to admitting any troops

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but his Albanians into the garden of the seraglio, now become a very important post; there was not above two hundred of these men left out of a thousand. His scruples were however overcome by necessity; and the Chifflick regiment of one thousand strong, armed with bayonets, and disciplined after the European fashion, under the eye of the Sultan Selim, were admitted to the sacred asylum. This body of men had been placed by the Pacha under the immediate command of Sir Sydney, who now proposed to him to make a sally with them, and to take the enemy in flank. This was carried into effect, but failed with mutual loss. The gate of the town was protected by Mr. Bray, the carpenter of the Tigre, who had the command of the two sixty-eight pounders. The breach was cleared, and those who had made a lodgment in the tower were destroyed by our hand grenades. The enemy then began a new breach to the southward of the old one, and found the wall far more practicable.

Bonaparte and his generals now formed a semicircle on Richard Cœur de Lion's tower. The chief was very conspicuous, and by his gestures indicated another attack; he appeared only waiting for a reinforcement: the light ships of Hassan Bey were therefore stationed in the shoal water, and the Theseus and Tigre were placed to the northward.

A little before sun-set a massive column appeared advancing with a solemn step. The Pacha

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had determined to admit them to a certain number within the wall, and to close with them according to the manner of the Turks.

The column mounted the breach unmolested, and descended from the rampart into the Pacha's garden, where, in a few minutes, the bravest amongst them fell by the sabre and the poniard of the Turks; one in each hand proving an overmatch for the bayonet. The enemy was thus compelled to retreat with great loss, leaving General Rombaud among the dead. Thus ended a contest which had lasted twenty-four hours; and on the 20th of May, Bonaparte raised the siege of Acre, and returned to the banks of the Nile.

Two great atrocities imputed to Bonaparte are connected with this retreat, the proposal to poison seven sick men is admitted by himself as the means of saving them from apprehended torture. Acquitting him of cruelty in this instance, we ascribe his error to the school of infidelity in which he had been educated: should the captain of a ship of war throw his wounded men overboard to save them from conflagration, and the flames should afterward be extinguished, we might applaud his motive but we should accuse him of murder. There was at least a probability that those sick men had fallen into the hands of the English, in which case (if past recovery) they would have died in peace, with all the consolations which humanity could bestow.

The deliberate murder of thirteen hundred un-

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armed men was an act, *however expedient*,* which an Englishman would not have conceived, nor an English army have executed; if to this we add, that those victims were the peaceful inhabitants of a country unjustly invaded by France, the guilt and horror of the bloody deed recoils with irresistible conviction on the head of its author.

An unfortunate accident at the siege of Acre disabled the Theseus, and deprived Great Britain of one of "the bravest of the brave." Captain Miller, with many of his crew, was killed on board his own ship by the bursting of some shells, which were very imprudently laid on the quarter-deck, and set on fire by a young midshipman, who amused himself driving the fuzes with a mallet and a nail. The ship was on fire in five places; but by the exertion of the officers and men she was saved. Besides her gallant and lamented Captain, eighty men were killed and wounded.

Bonaparte, in August, 1799, privately embarked on board the Carrere, French frigate, at Alexandria; and having (by a letter which he left behind him) appointed Kleber his successor, set sail for Corsica, which he reached on the 17th of September, after narrowly escaping capture by the British cruisers, and landed safely in Frejus-bay on the 7th of October.

* See "A Voice from St. Helena," in which these acts are confessed, and their justification attempted.

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CHAP. XVII.

Return of Bonaparte to Paris—A great epoch—His prudence and moderation—Threatens invasion—His letter to the King of England—Conduct to the senate of Hamburgh—Meeting of parliament—Discussions on the subject of peace—Insincerity of Bonaparte—Speeches of Lord Grenville, Duke of Bedford, Lord Holland—In the commons, of Mr. Dundas—La Vendee again in arms—Gallant attack of Mr. Coghlan on a French gun-brig—Sir Edward Pellew and General Maitland in the Morbihan—Ferrol expedition—Sir J. Warren and Sir James Pulteney—Vigo—Cadiz—Letter of Morla, the governor, to Lord Keith—Observations—Loss of the Marlborough—Repulse—Union between England and Ireland—Mutiny on board the Danæ—Coast of Guinea—Sir Charles Hamilton—Desperate attack on the Chevrette—Non-recoil guns—Gallant action of Lieutenant Matthew Smith—Miscellaneous—Change of ministry—Admiral Cornwallis commands Channel fleet—Lord St. Vincent first lord of the admiralty—Negotiation for peace, and prosecution of the war.

THE return of General Bonaparte from Egypt may be considered as the greatest event of the war, and the grand concluding scene of the eighteenth century. He entered Paris, and changed the government of the country, wresting it from the corrupt hands of the directory and the councils, and assuming the consular dignity: he gave laws to the continent, and peace and prosperity to France. From the eminence on which he had placed himself, he viewed the storms and tempests of the revolution, and, like Prospero, commanded the waves to be still. Having gained the army to his

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purpose, he had no difficulty in convincing one part of the nation, and subduing the other. The troubles in La Vendee, that fruitful source of misery to France, he appeased by conciliation; and pursuing a course directly contrary to that of Robespierre and the convention, obtained more by clemency than they had done by the sacrifice of half a million of lives, and the desolation of the fruitful provinces of the west. He established the toleration of religious worship of all persuasions, while that of France remained essentially Roman Catholic. He abolished the law of hostages, by which the inhabitants of a district had been made answerable for each other; and the odious law of forced loans was sacrificed to his popularity. He next turned his attention to the improvement of commerce. The system upon which France had acted with respect to neutrals, was acknowledged to be defective: the seizure of American vessels, and their unjust confiscation, have been stated in a former chapter. Bonaparte, with more sense, if not more honesty than his predecessors in office, saw that the system of terror which they had pursued would drive commerce from his ports; that, the abundant produce of the soil of France must remain without purchasers, while she languished in vain for the luxuries of colonial importation. The system of privateering had, under the directory, become piracy, acknowledging no law but that of the strongest; the best authenticated documents were unavailing, and the judges of their

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vice-admiralty courts were inexorable to any other argument than that of bribery. It must be acknowledged, that the Chief Consul did much to abate these evils; to cure them was beyond his art.

Bonaparte either really was, or meant to be, the friend of France; but he was the bitter and implacable enemy of England. Whether by indulging this humour he sought only the gratification of revenge for his overthrow at the Nile, and for the freedom of the British press, which, while it exposed his projects, vilified his personal character and government; or whether he considered the prosperity of Britain incompatible with that of France, is not, and perhaps never will be, ascertained: certain only, that the effects of his malignant policy we have felt, and still continue to deplore. Scarcely seated in the consular chair, he addressed himself to the powerful princes of the north; and by an appeal to their pride and their selfishness, he succeeded in detaching from our cause the Emperor of Russia, and forming another armed neutrality. Suvaroff had received a severe check at Zurich, in Switzerland; and the armies of the republic, after their reverses in Italy, and on the Rhine, began to regain their former character, which, during the absence of their favourite leader in Egypt, had suffered a considerable eclipse.

One of the first acts of Bonaparte after his return to the capital, was to renew the threat of

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invasion, and General Hedouville was insultingly named commander-in-chief of the "*Army of England;*" a term which he well knew would excite a ferment of indignation or discontent in the country, advantageous to himself and his plans. To repel such an attack must cost us vast sums in preparation, and keeping a large fleet in constant service in the British Channel, North Seas, and Bay of Biscay; or, as we might justly say, from Toulon to Copenhagen. After this menace, real or affected, how could Bonaparte expect us to believe that he was sincerely desirous of peace; yet that such were his views, the following letter to the King of England will shew.

Called by the wishes of the French nation to occupy the first magistracy of the republic, I think it proper, on entering into office, to make a direct communication of it to your Majesty.

The war, which, for eight years, has ravaged the four quarters of the world, must it be eternal? Are there no means of coming to an understanding?

How can the two most enlightened nations of Europe, powerful and strong beyond what their independence requires, sacrifice to ideas of vain greatness, the benefits of commerce, internal property, and the happiness of families? How is it that they do not feel that peace is of the first necessity as well as of the first glory?

These sentiments cannot be foreign to the heart of your Majesty, who reigns over a free nation, and with the sole view of making it happy.

Your Majesty will see in this overture, only my sincere desire to contribute efficaciously, for a second time, to a general pacification, by a step, speedy, entirely of confidence, and disengaged from those forms which, necessary perhaps, to disguise the dependance of weak states, prove, in those which are strong, only the mutual desire of deceiving one another.

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France and England, by the abuse of their strength, may still, for a long time, for the misfortunes of all nations, retard the period of their being exhausted; but I will venture to say it, the fate of all civilized nations depends on the termination of a war, which involves the whole world.

This letter we offer without comment: it would be presumptuous in us to criticise that which underwent a discussion in the British parliament by the whole talent of the country.

It is difficult for men in high situations to be at all times consistent. This was the misfortune of Bonaparte: the unfortunate senate of Hamburgh had incurred his displeasure for giving up, in consequence of the united threats of the Emperor of Russia and the King of England, Napper Tandy and his accomplice to the British government. Bonaparte reproached them with cowardice, in the violation of hospitality. "The two unfortunate persons whom you have given up will die illustrious; but their blood will be a greater source of evils to their persecutors than could be brought upon them by a whole army." This might have done very well, had it not been followed by an order to the same weak and defenceless city, to deliver up the editors of the Censeur, a paper published at Hamburgh, and circulated through the north of Germany. In these two instances, Bonaparte's conduct may be readily traced to its true source. Napper Tandy was the enemy of England; Bonaparte the enemy of the liberty of the press. The innocent inhabitants of a free city

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were forcibly dragged from their homes, by the same power that had condemned it to blockade, for having delivered up two convicted traitors, whom they had not power to retain. Hamburgh escaped with a heavy contribution; the usual mode of compounding offences against the French republic.

On the meeting of parliament, January 21, 1800, the proposals for peace were agreed to be taken into consideration on an early day, after which Lord Grenville briefly adverted to the accommodation of the Russian auxiliary troops in his Majesty's European dominions, during the winter months; they were quartered at Guernsey and Jersey. These were the soldiers which had served in Holland in the preceding year.

Friendly as we ever have been to peace, we cannot help coinciding in opinion with Lord Grenville, who declared in the house of lords, "that however desirous the First Consul might be to give that blessing to the world, it was only to answer a sinister view, which could not be effected during a war: the ports of France, his Lordship observed, were in strict blockade: whenever any acts of atrocity were in contemplation by the French, they were usually preceded by a suspension of arms." The proposed negotiation would relieve France from numerous and alarming difficulties; their ports would be thrown open; supplies of naval stores would replenish their exhausted arsenals; fleets would be sent to bring

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back troops, which were now deprived of all intercourse with the republic; in short, that France would derive every benefit from the negotiation, while England would be left as she then stood; and his Lordship concluded his able speech by quoting that of Mongé in the committee of elders, who had declared, speaking in the name of Bonaparte, "that the French republic and England could not exist together." His Lordship's arguments were answered with much force and ability by the Duke of Bedford, who opposed the address, observing, that the same objections applied to the negotiations at Lisle. His Grace reprobated the idea of fighting to restore the Bourbons; and censured the littleness of attacking the character of Bonaparte. We cannot quote more of this speech, which made a deep impression on the public mind; but the general opinion of moderate men appeared to be that there was no stability in the French government; that if we made peace, we could not disarm, and that an armed truce was more fatal to our resources than open war. We are sorry that our limits preclude the possibility of giving any part of the admirable discourse of Lord Holland. The address was carried by a majority of seventy-nine to six.

In the house of commons, Mr. Dundas founded "his objections to a peace with France, on the decree of the 19th of November, 1793, which he said had never been rescinded, or palliated; a decree which went at once to excite every country against

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its legitimate government. His conduct to Hamburgh, Spain, Portugal, to the Cisalpine republic, to Naples, Venice, Genoa, Tuscany, and Sardinia—in these instances, the conduct of France was the conduct of Bonaparte; he entered the state of Venice under the faith of a proclamation, in which he avowed that his sole object was to protect it from falling into the hands of the house of Austria, and ended by dissolving its government, and handing the Venetian states over to the Emperor." He briefly enumerated his violation of every tie of honour and neutrality in his conduct to the Cisalpine republic, his invasion of Malta and Egypt, the colony of the Porte, the firm and faithful ally of France. His last act in that country was to send a letter to the Grand Vizier, saying, that he had only to desire it, and he (Bonaparte) would instantly withdraw his army; while at the same moment his instructions to Kleber were, not to evacuate the country until a general peace, that he might still have a chance of returning to renew his favourite project.

That peace was desirable to England we admit, but that it was unattainable from the French government of 1800 we know to be true; and nothing but the necessity of restoring to France "her ships, commerce, and colonies," and reorganizing his marine, would have induced Bonaparte in the following year to have consented to the suspension of arms, or the peace of Amiens.

In January, 1800, the troubles of La Vendee and

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Bretagny were not entirely appeased by the moderation of Bonaparte. Some of the insurgent chiefs still kept up a correspondence with England, whence they obtained some military stores and four field-pieces, with a large sum of money. A body of ten thousand Chouans received these supplies near Muzillac, a small village at the mouth of the Villaine. Attacked by a body of republicans from Vannes they contended with them, and finally secured their prize, with the loss of about two hundred killed and wounded. This disposition of the royalists it will be seen was supported by the British government, which could have no reason to complain of the conduct of France towards Ireland, when it fostered a cause equally hopeless in La Vendee. The royalists still kept partially in arms, but effected nothing in the neighbourhood of the Morbihan, where the British forces had landed, and committed some depredations.

An action, singularly daring even in the annals of the British navy, was performed in April by Mr. Coghlan, a youth impressed from the merchant service, and brought forward by Sir Edward Pellew. He commanded the Viper cutter, stationed to watch Port Louis, where a strong squadron of the enemy was lying. Having obtained from Sir Edward the assistance of a ten-oared boat with picked men, he took with him Mr. Silas Paddon, a midshipman, and six of his own men, directed the boats of the Amethyst and Vi-

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per to follow him, but neither of these came into action.

The object of his attack was a gun-brig, the advance of the enemy, mounting three long twenty-four pounders and four six pounders, moored within pistol-shot of three batteries, surrounded by armed vessels, and within a mile of a French seventy-four and two frigates. With twenty men only in his ten-oared cutter, he boarded the brig on the quarter, and, it being dark, jumped into a trawl-net which was hanging to dry. Pierced through the thigh with a pike, knocked down into his boat, and several of his men wounded, Mr. Coghlan rallied them, hauled his boat farther a-head, and again boarded on the bow. Here a most determined conflict ensued, in which every French officer was either killed or wounded, and the vessel, with eighty-seven people on board, captured and brought out to the squadron. The enemy had six killed and twenty wounded: Coghlan lost but one man; himself, Mr. Paddon, and six wounded. The vessel was called La Cerbere, and was given up entirely to the captors. Mr. Coghlan was presented by the Earl of St. Vincent with an elegant sword, and rapidly advanced to the rank of post-captain.

In June, Sir Edward Pellew, in the Impetueux, had a flying squadron, on board of which was embarked General Maitland, with a small body of troops; and on the 4th, the forts on the south point of the peninsula of Quiberon were silenced

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by the fire from our ships, and a party of soldiers landed under the command of Major Ramsay. The guns were destroyed, and several vessels brought off. On the morning of the 6th, before day-break, three hundred of the Queen's regiment landed in the Morbihan. The gun-launches and boats of the squadron, under the command of Lieutenant Pilfold of the Impetueux, attacked the little harbour of that place, brought out some merchantmen, took one hundred prisoners, and burnt a corvette-brig of eighteen guns, called L'Insolente. Our loss on this service was too trifling to mention; but the state of alarm and irritation kept up on the French coast, was such as to make their government and the war very unpopular. An attack was meditated on the island of Belleisle; but on examination it appeared the force of the enemy was much too great, and the attempt was abandoned.

In the spring of the year 1800, a large body of land-force was embarked on board a squadron of ships of war and transports, under the orders of Sir J. B. Warren, the troops were commanded by Lieutenant-general Sir James Pulteney. This armament was in the first instance sent to Quiberon-bay and Belleisle, where it was supposed the royalists had again made an effort in the cause of the Bourbons. In that quarter nothing could be effected; and Sir John, having taken Sir Edward Pellew under his orders, steered for Ferrol, which they reached on the 25th of August. The troops

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were immediately landed, with sixteen pieces of artillery, in a small bay near Cape Prior; the seamen under the command of Sir Edward Pellew had the charge of disembarking the guns. The troops ascended the hills, and the rifle corps drove back a party of the enemy. On the following morning, a considerable body of troops was defeated by Lord Cavan's brigade; so that our army had complete possession of the heights which overlook the town and arsenal of Ferrol. From this position the British General, whose words we copy, "had an opportunity of observing minutely the situation of the place, and of forming, from the reports of prisoners, an idea of the strength of the enemy. When comparing the difficulties which presented themselves, and the risk attendant on failure on the one hand, with the prospect of success and the advantage to be derived from it on the other, I came to the determination of re-embarking the troops, in order to proceed without delay on my farther destination. The embarkation was effected the same evening, in perfect order, and without loss of any kind." The place was as completely in our power as Gibraltar: they had taken the heights above the town, and the authorities had come out to deliver up the keys; they had defeated the enemy; they had sixteen pieces of artillery on shore, and might have had any number: when, with all these advantages, the General retreated, for reasons which he was not then at liberty

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to divulge; and we may lament, as nothing was intended to be done, that our army ever landed.

From Ferrol they went to Vigo, where the boats of the Renown and Courageux, under the command of Lieutenant Burke, cut out the French brig of war, La Guepe, of eighteen guns, in the attack and defence of which greater valour was never displayed. The forces having only made a demonstration at this place, sailed for Gibraltar, where they formed a junction with those under the command of Lord Keith and General Sir Ralph Abercrombie; and although the season for military operation was nearly gone by, on the 3d of October his Lordship sailed with twenty-two ships of the line, twenty-seven frigates, ten sloops of war, and eighty transports, having on board eighteen thousand men, for the bay of Cadiz, where he came to an anchor on the 4th, and summoned the town to surrender. This unfortunate place had a far more terrible enemy to contend with than the fleets and armies of Britain. The yellow-fever, with greater malignancy than ever was known in the West Indies, carried off its inhabitants by hundreds; and Don Thomas de Morla, the governor, pleaded the cause of his people with so much eloquence, that the enterprise was abandoned, and the fleet returned to Gibraltar. The object of Lord Keith was to gain possession of the Spanish fleet in the harbour, which might have been executed with little difficulty, and hu-

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manely judging that the attainment would not compensate for the loss of life in his forces by the fatal epidemic, he desisted. The following letter from Morla does honour to his character as a soldier and a man:—

The affliction which carries off in this city and its environs thousands of victims, and which threatens not to suspend its ravages till it has cut off all who have hitherto escaped, being calculated to excite compassion, it is with surprise that I see the squadron, under the command of your Excellency, come to augment the consternation of the inhabitants. I have too exalted an opinion of the humanity of the English people, and of yours in particular, to think that you would wish to render our condition more deplorable. However, if, in consequence of the orders your Excellency has received, you are inclined to draw down upon yourself the execration of all nations, to cover yourself with disgrace in the eyes of the whole universe, by oppressing the unfortunate, and attacking those who are supposed to be incapable of defence, I declare to you that the garrison under my orders, accustomed to behold death with serene countenance, and to brave dangers much greater than all the perils of war, know how to make resistance, which shall not terminate but with their entire destruction. I hope that the answer of your Excellency will inform me whether I am to speak the language of consolation to the unfortunate inhabitants, or whether I am to rouse them to indignation and revenge.

May God preserve your Excellency,

THOMAS DE MORLA.

Oct. 5, 1800.

Having followed this armament, under Sir James Pulteney and Sir John Warren, from Quiberon-bay to Gibraltar, and seen it retreat from four places without an effort to effect any annoyance of the enemy, it might reasonably be inquired why the British government, after having gone to

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such vast expense, should have lost the six summer months in fruitless displays of strength which it never intended to bring into action? To this we answer, that the great object was to distract the attention of the French government, by having a large disposable force ready to strike a blow when least expected. The armies of France, under the victorious Chief Consul, were regaining the conquests which they had lost in the preceding year. Italy and the Rhine saw them overrun the strongest fortresses; and Great Britain, unable to meet them in those fields of glory, was compelled to have recourse to the less noble warfare of false alarm.

The officers intrusted with the command of our forces on these occasions had, it must be owned, an unpleasant duty to perform, and exposed their reputation to unmerited censure. The expedition to Ferrol was the subject of parliamentary inquiry, and the conduct of Sir James Pulteney severely criticised. The result however was, that the whole was declared by ministers to be a *ruse de guerre*, and that the object of the expedition was of a far more distant and important a nature, the truth of which will be seen in our subsequent chapter of the Mediterranean.

November the 4th, the Captain of seventy-four guns, Sir Richard Strachan, and the Marlborough, seventy-four, Captain Sotheby, were cruising between the islands of Groix and Belleisle, when, during the night, the Marlborough struck on a reef

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of rocks a little to the northward of the island called the Birvideaux. Some of the guns and heavy stores were thrown overboard, and she lay aground many hours, but by great exertion was at length got off; she had however sustained so much damage, that it was with the utmost difficulty she could be kept afloat till the people were taken out. This was happily accomplished by the good management of Sir Richard Strachan, assisted by a Danish brig, after which the ship sunk at her anchors. Captain Sotheby was honourably acquitted by the sentence of a court-martial.

The Repulse, of sixty-four guns, was lost upon the Penmarks, in a manner which reflected much disgrace upon the officers. The Captain was confined to his bed, and the first lieutenant and master, deviating from their orders, ran the ship on shore. The lives of the crew were saved, but all were made prisoners. Both lieutenant and master were broke, and the latter imprisoned for two years in the Marshalsea. The court found great fault with the other officers for not having kept a reckoning.

January 1, 1801, the union between Great Britain and Ireland was proclaimed and confirmed by act of parliament. The day was celebrated by every demonstration of joy and loyalty throughout the empire; and from that period the turbulence of the United Irishmen gradually subsided in the navy. A very large promotion of flag-officers took place. The new standard of the empire was displayed at

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the mast-head of the Royal William, the flag-ship at Spithead; it blew excessively hard, and the beautiful flag was rent to atoms soon after it was hoisted. This among weak people was considered an ill omen. The new union-flag was first hoisted on this occasion, the cross of St. Patrick being introduced in red upon that of St. Andrew, which is white; both of these are diagonal, that of St. George being red and rectangular.

On the 15th of March, another instance of mutiny occurred off Brest, similar to that of the Hermione, except in the treatment of the officers, none of whom lost their lives. The Danæ, of twenty guns, commanded by Lord Proby, having chased a French convoy near the shore, part of the crew rose, seized the quarter-deck, by which they commanded the hatchways, and having overcome all resistance, ran into Camaret-bay, and surrendered to the French corvette La Colombe; an officer from which coming on board, Lord Proby acknowledged himself and his officers prisoners. Both vessels soon after arrived at Brest, where his Lordship was treated with much kindness and hospitality by the French Admiral, and soon after returned to England on his parole. Many of the mutineers were afterward taken and executed.

Captain Sir Charles Hamilton, the senior officer on the coast of Africa, distinguished himself by his numerous attacks on the settlements of the enemy. The boats of his ship cut out and destroyed a French privateer of eighteen guns and sixty men.

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This capture, however, was not effected without the loss of two very gallant officers, Lieutenant Palmer of the navy, and Vivion of the marines, with eight men. The vessel grounded in coming out of the river, and was abandoned, being a perfect wreck. Lieutenant Dick, who commanded on this occasion, shewed the greatest coolness and good conduct, encountering a tremendous surf under the fire of the enemy.

A gallant, desperate, and useless enterprise was undertaken off Ushant by Captain C. Brisbane, with the boats of the fleet, to cut out a French vessel under the batteries of Camaret-bay. The boats of the Doris, the Uranie, and Beaulieu, manned with volunteers, succeeded in boarding and bringing out the French corvette La Chrevette, of twenty guns, manned with three hundred and fifty men, seamen and soldiers, and completely prepared. The combined fleets of France and Spain were the witnesses to this daring exploit. The ship was indeed taken, but at an expense of lives far above the value of the object gained. The enemy's loss was two lieutenants, three midshipmen, one officer of troops, and eighty-five seamen and troops killed; one lieutenant, four midshipmen, fifty-seven seamen and troops wounded. Our loss, independently of some valuable officers, was much greater than ever was acknowledged; and the prize being old and rotten was broke up, and destroyed when taken into Plymouth.

How much is naval warfare changed since the

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days of Hawke! whose greatest glory was the pursuit of the enemy upon their own coast. It was at that time an almost invariable custom to tack and stand off the moment the French land was discovered. In 1800, Lord St. Vincent anchored his fleet off the Black rocks in seventy fathoms water, while his squadrons, under Sir James Saumarez and other officers, occupied the anchorage of Duarninez-bay, the Glenan islands, Quiberon, Isle D'Yeu, and Basque-roads.

Carronade guns, upon the non-recoil system, were now coming into fashion. The Milbrook schooner, commanded by Lieutenant Matthew Smith, was fitted with them, and fought a very gallant action. This vessel, which had eighteen guns and forty-five men, fell in off the bar of Oporto with a French ship privateer of thirty-six guns, which she could not take, but disabled her in such a manner as entirely to prevent her annoying the convoy of which she had charge. The Milbrook was too much disabled to pursue her enemy; it proved afterward that she was La Bellone, of thirty-six guns, and three hundred and twenty men, sixty of whom were killed or wounded. Lieutenant Smith was deservedly promoted to the rank of commander and post-captain.

The mode of using these guns was at that period thought to possess great advantages; but experience has decided against them in the navy, though they are still used in the merchant service. They are thought to destroy the upper-works, to break

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their breechings, and to dismount themselves, besides exposing the men outside of the bulwarks in reloading.

After the conclusion of the great national compact, the Union between Great Britain and Ireland, the question of Catholic emancipation was brought before parliament. That Mr. Pitt and his friends were favourable to farther indulgences to that body is well known; and that the King was averse to any measure of the kind. This difference of opinion in the cabinet was made the ostensible cause of the change of ministry: but there was great reason to think that Mr. Pitt and his friends now saw the necessity of a peace, if only as a measure of experiment; and as they could not after their former acts and declarations have entered into negotiations, and preserved the consistency of their political characters, they resigned the reins of government into the hands of Mr. Addington, the speaker of the house of commons, who composed a ministry out of both parties. Admiral Cornwallis was sent to relieve Earl St. Vincent in the command of the Channel fleet; and his Lordship, though a staunch Whig, became first lord of the admiralty.

Negotiations for peace were almost immediately commenced, in which both the great leaders in the house sincerely concurred, from a conviction of its absolute necessity; but while they were thus employed, the business of war was not suffered to relax; and the year 1801 was the most

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memorable for the greatest and bloodiest land and sea fights, which till then had been fought between the contending powers.

In the month of July, the British government, with the consent of that of Portugal, took temporary possession of the island of Madeira, which it held until the peace of Amiens.

The blockade of Brest, and the whole of the enemy's ports, continued with unremitting vigilance and equal success. A squadron of observation, under Rear-admirals Sir James Saumarez and Thornborough, anchored off the Black rocks; Sir Edward Pellew blocked up Rochefort, while a chain of frigates, from Brest to Ferrol, guarded the entrance, and intercepted the trade of every port in the semicircle of the Bay of Biscay.

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CHAP. XVIII.

Dispute with northern powers—Cruelty of Paul to the English—Causes—Combination—Denmark—Prussia—Negotiations—Pretended definition of a blockaded port—Declaration of armed neutrality inadmissible—Articles which were or were not contraband of war — Hostilities inevitable — Sir Hyde Parker and Nelson appointed to Baltic fleet—Loss of the Invincible—The British fleet enters the Cattegat—Passes Cronenberg—Anchors off Huin—State of the Danish defences before Copenhagen—Nelson's preparations—He enters the Channel with his squadron—Is recalled by Sir Hyde Parker—Refuses to acknowledge the signal—Battle of Copenhagen—Nelson's letter to the Prince Royal—Truce—His line of battle—Official letter—Effects of this action in Europe—Nelson leaves the squadron at Copenhagen and joins the St. George—Letter to Swedish admiral—Death of Emperor Paul—End of the armed neutrality — Emperor Alexander favourable to England and peace—Sir Hyde Parker returns to England, and leaves Nelson commander-in-chief—Nelson returns to England, and is succeeded by Sir Charles Pole —Termination of northern war—Sir Charles Pole returns to England—Reflections on the conduct of the princes of Europe—Project of invasion revived—Observations on French ports and harbours—Boulogne flotilla attacked by Nelson unsuccessfully—Last action of the war in the British channel —Renewal of negotiations for peace.

A SHORT and deceitful calm succeeded the discussion at Copenhagen, but it was evident that nothing less than an appeal to the sword would finally decide the question. Denmark had eighteen sail of the line ready for commission: her seamen were hardy and numerous: Sweden had about the

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same force; and Russia might have sent twenty-five sail to sea within a few months. The British ministers at these courts gave notice of the coming storm. Concession on our part would have been followed by encroachment on theirs, until we had no longer the means of resistance; and the despot of France saw, with malignant joy, all his enemies about to destroy each other.

The Emperor Paul, whose insanity had long ceased to be doubtful, had in this state of mind been so wrought upon by the French faction at St. Petersburg, that he believed the English to be his greatest and most dangerous enemies, and accordingly heaped on them every injury and persecution that tyranny could devise. The property of the merchants was seized and put under sequestration, their counting-houses locked up, a strict embargo was laid on all British shipping, and the severest punishment denounced against those who should attempt to conceal or convey their goods out of the empire. This restriction was taken off in the month of September, and again imposed in November, when upwards of two hundred sail of British vessels were detained, and their crews marched away into the interior.

Two British ships having, contrary to the ukase or edict of the tyrant, made their escape from the port of Narva, his Imperial Majesty was pleased to order all British vessels remaining in that port to be burnt. The surrender of Malta to the arms of Great Britain about this period, was mentioned

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by the Emperor in the same edict in terms of the highest indignation, and more particularly that the English flag *alone* should be hoisted on the island, contrary to existing treaties concluded in 1798; and his Majesty ended by declaring, that the embargo should not be taken off until the conditions of the last convention were punctually fulfilled.

In pursuance of this barbarous decree, the whole of the masters and crews found in the detained ships, amounting to between one thousand five hundred and two thousand men, were marched away in the dead of winter to different villages and towns in the interior of the empire, as far as the confines of Siberia. The allowance made by the Russian government to these unfortunate victims of despotic fury was about three halfpence a day; and had it not been for the watchful humanity of Mr. Sharp, and some British merchants residing at the different sea-ports of the Russian empire, they must inevitably have perished with cold and hunger. The merchants at St. Petersburg, whose names we are sorry we cannot furnish, subscribed the sum of 40,000 rubles, by which they were enabled to procure for them all the comforts of warm clothing and wholesome diet, of which they stood so much in need. Carts were procured for the captains and some old men; the others were forced to walk to the places of their destination. Happily for them and for mankind, the author of their unmerited calamity shortly terminated his

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inglorious reign, and was succeeded by a prince of a very opposite character. Paul assigned three reasons for his rage and hostility towards Great Britain: the first, our violence towards the Danish frigates and their convoys; the second, that a British fleet had passed the Sound, thereby endangering the *trade* of the Baltic—ignorant that but for the consumption of the produce of the countries bordering on that sea, by the British nation, the trade of the Baltic would not be worth carrying on, nine-tenths at least being done in British bottoms, and with British capital. The third was, our retention of the island of Malta, to which Paul, a grand master of the order, considered he had exclusive claims.

His preparations to support the cause in which he had embarked, were proportioned to his threats and his cruelty towards the unfortunate English who happened to be in his dominions. His army under Suvaroff having been defeated in Switzerland, completed the measure of *our* iniquities, for to *us* he imputed his disgrace. The Emperor recalled all his forces, and Suvaroff, the brutal minister of imperial vengeance against the inoffensive Turks, was, as a natural consequence of serving a wicked mistress, suffered to die in merited contempt.

Great Britain had now to contend with far more powerful enemies than had ever been united against her since the first establishment of the monarchy; it is true, that in the year 1780, the same powers,

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had coalesced for the same ends, although the northern potentates never unsheathed the sword, nor was France so powerful at that period as at the one now under consideration. But the spirit of George the Third and his ministers remained firm and undaunted; and the British nation united with the best of kings against a band of cruel and merciless tyrants who sought the destruction of the empire.

The King of Denmark and the French party at Copenhagen felt that this was the time to establish the freedom of the seas, and by a great and decided measure to declare their hostility to Britain. With the usual hypocritical plea of defending the helpless neutral, and the Machiavelian policy of the new republic, his Majesty commanded Prince Charles of Hesse to advance with an army of fifteen thousand men, and take possession of the city of Hamburgh. This city was one of the most opulent and powerful of the famous Hanseatic league, which the violence and injustice of France had entirely ruined. His Danish Majesty did indeed triumph for a short time over these defenceless people; but like all acts of injustice it was repaid with deep if not rapid retribution.

The King of Prussia, Frederick the Third, joined himself to our enemies. Prussia, it has been observed, had no marine, but possessing the port of Dantzic, at the mouth of the Vistula, her ill-gotten plunder from unhappy Poland, and also the country of East Friesland, and the command of the,

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river Ems, she lent her flag to cover the enormous floating property of the belligerents, which under this protection found its casual and circuitous way from their colonies to the ports of the mother country. His Majesty, therefore, strongly partook of those feelings excited in Denmark by the searching of the convoys, and with culpable policy added his name to the formidable combination. Frederick marched a body of Prussian troops to the mouth of the Elbe, and took possession of the town and fortress of Cuxhaven, as guardian of the tranquillity and *neutrality* of the north of Germany. The feeble reason assigned for this violation of the rights of neutrals in order to protect them was, that a vessel bearing a Prussian flag had been detained by a British cruiser, and by stress of weather obliged to take shelter in the port of Cuxhaven, lying under the dominion and government of the city of Hamburgh. Restitution was demanded by Prussia, and refused by the senate; upon investigation however it appeared, that the vessel in question had been taken when entering the port of the Texel loaded with a contraband cargo; and the officer having charge delivered her up as soon as he received a proper authority from his superior so to do. This was more than Prussia had any right to demand or expect, and decidedly contrary to the case of the prizes taken out of the ports of Norway by the Phœnix in 1796. Still, notwithstanding this concession, the King chose to violate the territory of

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Hamburgh, occupy its forts, and quarter his soldiers upon a free but weak and defenceless people. Hypocrisy, whether religious or political, never fails to be detected and punished: we shall soon witness an illustration of this great moral truth in the history of the house of Brandenburgh.

Lord Carysfort, the British envoy at the court of Berlin, as soon as he became acquainted with the measures pursued by the King of Prussia against the territory and subjects of the senate of Hamburgh, claimed the neutrality of its ports in behalf of the shipping and commerce of Great Britain, and hinted that, in consequence of the immediate release of the Prussian vessels, his Majesty would be expected to suspend the occupation of Cuxhaven, until the two courts of London and Berlin could mutually explain themselves to each other. The answer of Count Haugwitz to the notes of his Lordship, was at once satirical, insolent, and uncomplying, and plainly evinces the influence which our inveterate enemies, the French, had obtained at the Prussian court. The letter of the Count concludes by saying, that his Prussian Majesty reserved the privilege of explaining himself farther, and in a suitable manner, "to those who might *be entitled* to such an explanation."

The Emperor of Russia issued a manifesto stating the views of himself and his colleagues in forming the second armed neutrality. His Imperial Majesty declared, that on ascending his throne he found his states involved in a war, provoked by a

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great nation, which had fallen into dissolution; that conceiving the coalition a mere measure of preservation, he had joined it, and relying on the sincerity of his allies, he did not think an armed neutrality at that time necessary to secure the flag of the northern powers from insult. But being disappointed in this expectation by the perfidious enterprises of a great power which had sought to enchain the liberties of the seas, by capturing Danish convoys, the independence of the maritime powers of the north appeared to him to be openly menaced, and could only be protected by a second armed neutrality.

We shall not weary the patience of our readers by giving them the whole of the state papers in which are set forth in pompous terms the rights of neutrals, and the fixed and firm resolutions of the high contracting parties, "the good effects of which they had before experienced, and from the principles of which they were *never* to depart."* At no period were the liberties of the seas or of Europe in greater danger than by the pretended defenders of those sacred rights.

While the northern confederacy affected a regard to political justice by admitting the right of a belligerent to blockade the port of an enemy, it presumed to determine, by the most vague and *indeterminate* expressions, what constituted a blockaded port.

"Such denomination shall be admitted to ap-

* See Schomberg's Naval Chronology, vol. 3.

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ply only where the disposition and number of the ships by which it is invested shall be such as to render it *apparently* hazardous to enter."

A more explicit, certainly more definable and not more arbitrary mode of proceeding would have been at once to say, what number and force of ships of war should be ordered by the British government to blockade the ports of France, Spain, and Holland.

The famous declaration of the confederacy held forth the protection of all property at sea by the flag of a neutral, or in other words "free bottoms making free goods." This proposition went directly to the subversion of the British power on the ocean. No enemy's property from that moment could have been detected; and it was well observed by Lord Whitworth, "that if this principle were once admitted, a neutral might, by means of the smallest ship of war, have afforded protection to the commerce of the enemy in all parts of the world: it would only be necessary to find a neutral state, no matter how small or contemptible." Thus in fact we saw the flags of Pappenburg, Oldenburgh, and many other lordships in the neighbourhood of the Ems and Weser, afford their protection to the colonial produce of the belligerents, whose flags we had swept from the ocean; and the Portuguese, our *faithful* allies, in the year 1798, protected the property of Spain by affording convoy from South America to the Spanish galleons. A British cruiser discovered

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one of them off Lisbon in company with a Portuguese Rear-admiral and his convoy: the English Captain applied to the officer to know whether he meant to afford her his protection; the latter made answer that he should, and sent his boats to her filled with armed men. During this transaction the fleet stood in for the Tagus, and when within the reach of the batteries the Spaniard hoisted his *true* colours. It is to be observed, that the Portuguese was a seventy-four, the English a brig of fourteen guns. A representation of this affair was made to Earl St. Vincent, the admiral on the station; but such was the influence of the court of Lisbon that no notice was taken of it, nor could the Commander-in-chief himself have obtained redress. Considering the political state of Europe at that time, it would perhaps have been unwise to have agitated a question that might have embroiled us with the only continental power, except Turkey, with which we had the semblance of friendship.

The first article of this state paper sets out with declaring, that their Majesties will strictly prohibit in time of war the exportation from their dominions of any contraband merchandise whatsoever; and in order to prevent all doubts as to the meaning and extent of the term *contraband*, they are pleased to enumerate such articles as in their opinion should come under that denomination. They are as follow: cannon, mortars, fire-arms, balls, flints, flint-stones, matches, gunpowder, salt-

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petre, sulphur, helmets, pikes, swords, hangers, cartridge-boxes, saddles, and bridles; the whole of these articles it is to be observed being the production or manufacture of France or England, could not have been required by them from other countries; and though occasional cargoes might be sent to the colonies, they were seldom an object of much traffic; but the articles most important to the belligerents, and most carefully excluded from the list, were indispensable to naval warfare. France could not procure them from other countries, while England by her maritime superiority might have obtained a supply without going to the Baltic. Masts, yards, planks, hemp, iron, cordage, tallow, and hides, the produce of the north of Europe, *we* considered contraband of war; the others we should certainly have prohibited had we met with them: the British government never viewed their exportation with any degree of alarm, well knowing that the soil and manufactures of France would produce the whole of the interdicted articles; and the prohibition of importing saddles and flint-stones into France, was trifling with the dignity of diplomatic forms, and an insult to the government to which it was addressed. A declaration among others equally violent, that neutral ships might freely navigate from one port to another on the coast of a belligerent, was, in few words, to assert the right of a neutral nation to carry, on under the cover of its flag, the trade of an enemy, whose

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naval power had been destroyed by his rival: and it farther added, that with the exception of the goods enumerated as contraband of war, all others, the property of belligerents, should be free. This was at once taking from Great Britain every advantage she had acquired by her naval victories, and the valour and superior skill of her seamen, and a presumptuous interference to dictate the law to a mighty empire. It is true, that the armed neutrality did admit of our liberty to blockade an enemy's port; but in such vague and indefinite terms that it might always remain a question, whether the force employed on that service was such as to bear the full construction and meaning of what might be by them deemed a sufficient blockade. The declaration farther stated, that in case of detention of neutral ships by British cruisers, except such as shall be detained upon *just grounds* and *evident reasons*, sentence should be pronounced without delay; the proceedings against them should be uniform, prompt, and lawful; over and above the indemnity to which they should be entitled for damage sustained, complete satisfaction should be given for the insult offered to the flag of their Majesties: That the declaration of an officer commanding a neutral ship of war, and having neutral vessels under his convoys, that there were no articles on board any of those vessels contraband of war should be *deemed sufficient*, and that after such a declaration *no search should be made:* The ships of one neutral coalesced power

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to afford protection in case of need to the *merchant vessels of another power*. The ships of the neutral powers were by the same decrees required to be regular in their origin, equipment, and papers, and never to assume a flag which did not belong to them.

In justice to the King of Sweden it mustb e observed, that he prohibited the entrance into his ports of any privateers with their prizes; and in case of being driven in by stress of weather, they were to sail as soon as circumstances would permit, without disposing of any part of their cargo.

The court of Denmark having acceded to this convention, Mr. Drummond, the British minister, addressed a very spirited note, on the 27th of December, to Count Bernstoff, the Danish secretary of state for foreign affairs, demanding an explanation of the views and intentions of his cabinet. The answer returned was both unmanly and evasive; afraid to acknowledge, yet ashamed to deny, that his master was a party concerned in the combination, he attempted to palliate the conduct of his court; but the mask was now thrown off; war with the northern confederacy was inevitable, and the winter months were passed in the most active preparations for a great naval campaign.

Early in the month of March, a large fleet assembled in Yarmouth-roads, under the command of Admiral Sir Hyde Parker, an officer of no mean abilities, but unqualified for such a situation from

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age and bodily infirmity. Sir Hyde was the favourite of a party; but the King, the Earl of St. Vincent, and the nation, looked to Nelson for the success of the campaign.

It was on this occasion that the genius and courage of our immortal hero shone with peculiar splendour. On the 14th of January, an embargo was laid on all Russian, Swedish, and Danish ships, in the ports of the United Kingdom; and on the 12th of March, 1801, Sir Hyde Parker sailed from Yarmouth-roads, in the London of ninety-eight guns, and a fleet consisting of seventeen sail of the line, several frigates, gun-brigs, and fire-vessels. A train of heavy artillery, with two companies of the rifle corps, were embarked in the fleet, with the forty-ninth regiment, under the command of Lieutenant-colonel Brook: the whole of the land-forces were under the command of Colonel Stewart. Nelson had his flag in the St. George of ninety-eight guns; Rear-admiral Totty had his flag in the Invincible of seventy-four guns, but that ship was lost before she reached her destination: having sailed alone from Yarmouth after the fleet, the same afternoon, blowing strong from the south-west, with a flood-tide, she ran on a sand-bank, called the Ridge, off Cromer, where she soon after sunk, with Captain Rennie, and above four hundred of her crew; the remainder, about two hundred, were picked up by colliers and fishing-vessels: the Admiral was saved in one of the boats of the Invincible.

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Rear-admiral Thomas Graves had his flag in the Defiance of seventy-four guns.

As soon as the British fleet entered the Cattegat, the Commander-in-chief addressed a letter to the Governor of the castle of Cronenberg, which stands on the point of the island of Zealand, approaching nearest to the Swedish coast, from which it is distant something less than three English miles. The purport of the letter was to know whether his Excellency had received orders to fire on the British fleet on passing the castle. The officer replied with great spirit and propriety, that he certainly should not permit a fleet, whose destination and object were not known to him, to pass by the post he commanded without using his utmost endeavours to prevent it. To this Sir Hyde Parker again replied, that he considered the Governor's message a declaration of war, and that in conformity to his instructions he should commence hostilities. This correspondence, and the bad weather which intervened, detained the fleet three days at its anchorage, outside of the narrows or pass into the Baltic; but on the 30th, the Admiral weighed, and the British fleet, led by the Monarch of seventy-four guns, commanded by the gallant and lamented Captain Moss, passed triumphantly through under a heavy but ineffectual fire from the castle of Cronenberg; while that of Helsingfors on the Swedish shore was perfectly silent: perhaps the officer on that side saw that to fire would only be a useless expenditure of ammu-

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nition, since the shot from either side could not meet each other; shells might have been more annoying, but none of those fired by the Danes took effect. The Admiral having now passed the batteries conducted his fleet to an anchorage, about five miles from the island of Huin, when himself, Lord Nelson, and Admiral Graves, went in a small vessel to reconnoitre the strength and position of the enemy's fleet and defences before the city of Copenhagen. Having gained all the local knowledge which circumstances would permit, it was decided to make the attack from the southward, and Nelson volunteered to conduct it: for which purpose he shifted his flag from the St. George of ninety-eight guns, to the Elephant of seventy-four, as being a more handy ship, carrying a lighter draught of water, and better adapted for the service.

The approaches to Copenhagen are shoal and intricate, and Nelson had been at great pains in sounding and buoying off the Channel, in which he was well assisted by Captains Riou and Brisbane. This work being finished, he proceeded with the ships placed under his immediate orders to Draco-point, whence he issued his instructions to his captains, and made his arrangements for the attack. Each ship and vessel had a particular duty assigned: the gun-boats were so placed as to rake the enemy's hulks, and the bombs were to throw their shells into the town; a flat-bottomed boat, well manned and armed, was stationed on

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the off side of each ship to act as occasion might require; another detachment of boats from the ships not in action was ordered to keep as near the Elephant as possible, but not within the line of fire. Four of the ships' launches, with anchors and cables in them, were in readiness to act and render assistance to ships getting on shore.

The command of the frigates and sloops was intrusted to Riou of the Amazon, whom we have before mentioned in terms of admiration. His glorious career was now drawing to a close; and his life to a termination worthy of his former name.

The strength of the Danish line of defence and batteries was such as might have been pronounced by the best judges capable of resisting any naval force that could be brought to act against them. They had six sail of the line, and eleven floating batteries, mounting on one side from twenty-six twenty-four pounders to eighteen eighteen pounders, one bomb ship, and many gun-vessels: these were supported by the forts on the island of Amac and the two Crown batteries, which deserve particular attention; they consisted of artificial islands raised on the mud banks near the Arsenal, with innumerable piles filled in with earth, and mounting eighty-eight pieces of heavy cannon, nearly flush with the water; and, as we have before observed, the most destructive and dangerous for shipping: the hulks had no masts, and consequently were freed

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from the encumbrance and great annoyance of sails and rigging falling on their decks.

It was in presence of this tremendous force, in an intricate channel, with a light breeze of wind, and within a proper fighting distance, that the hero of the Nile had to take up his position, bring his ships to anchor, furl his sails, put springs to his cables, and at the same moment receive the well-directed fire of an enemy, who fancied himself in comparative security. The Crown Prince and the citizens of Copenhagen were spectators of the scene, while a strong division of the British fleet in the offing beheld with envy the daring feats of their brethren in arms.

Sir Hyde Parker supposed, after a more deliberate view of the enemy's force, that Nelson would be overmatched, and recalled him from action; but the latter refused to acknowledge the signal, taking upon himself in this awful moment the additional responsibility, in case of failure, of having acted in direct disobedience of orders. Thus success justifies an action which defeat would stamp with unmerited disgrace and infamy.

On the morning of the 2d of April, Nelson made the signal to prepare for battle. The day was very fine, but the wind light. The line of battle was led by one of the best and bravest officers in the fleet of Nelson; this was Captain George Murray, in the Edgar of seventy-four guns. The ships, as in the battle of the Nile, anchored by the stern.

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Explanation of References in the Plan of the Battle of Copenhagen.

BRITISH.

A—Desirée
B—Polyphemus
C—Isis
D—Edgar
E—Ardent
F—Glatton
G—Elephant, Lord Nelson
H—Ganges
I —Monarch
K—Defiance, Rear-adm. Graves
L—Russel
M—Bellona*
N—Agamemnon†
O—Alcmene
P—Amazon
Q—Blanche
R—Dart
S—Arrow
T—Discovery } bombs
U—Name unknown }

These References denote where the Ships ought to have been according to the order of Battle given out by Nelson.

1 The place of the Defiance
2 . . ditto . Russel
3 . . ditto . Polyphemus
4 . . ditto . Alcmene
5 . . ditto . Amazon
6 . . ditto . Blanche
7 . . ditto . Dart
8 . . ditto . .Arrow

DANISH.

a—Wagrien
b—Provisteenen
c—Jutland, or Utland
d—Dannebrog, Commander-in-chief
e—Zeland
f—Holstein
g—Indfodsretten
h—Mars
i —Elephantan
k—Tree Kroner
l—Denmark
m—Jris

* Her proper place should have been at G, which would have advanced the Elephant to H, and the other ships a-head in succession until the Defiance came to I.

† The Agamemnon grounded on the starboard quarter of the Bellona, a great distance from her.—The bombs lay on the starboard beam of the Blanche.

To face the Plan of the Battle of Copenhagen.

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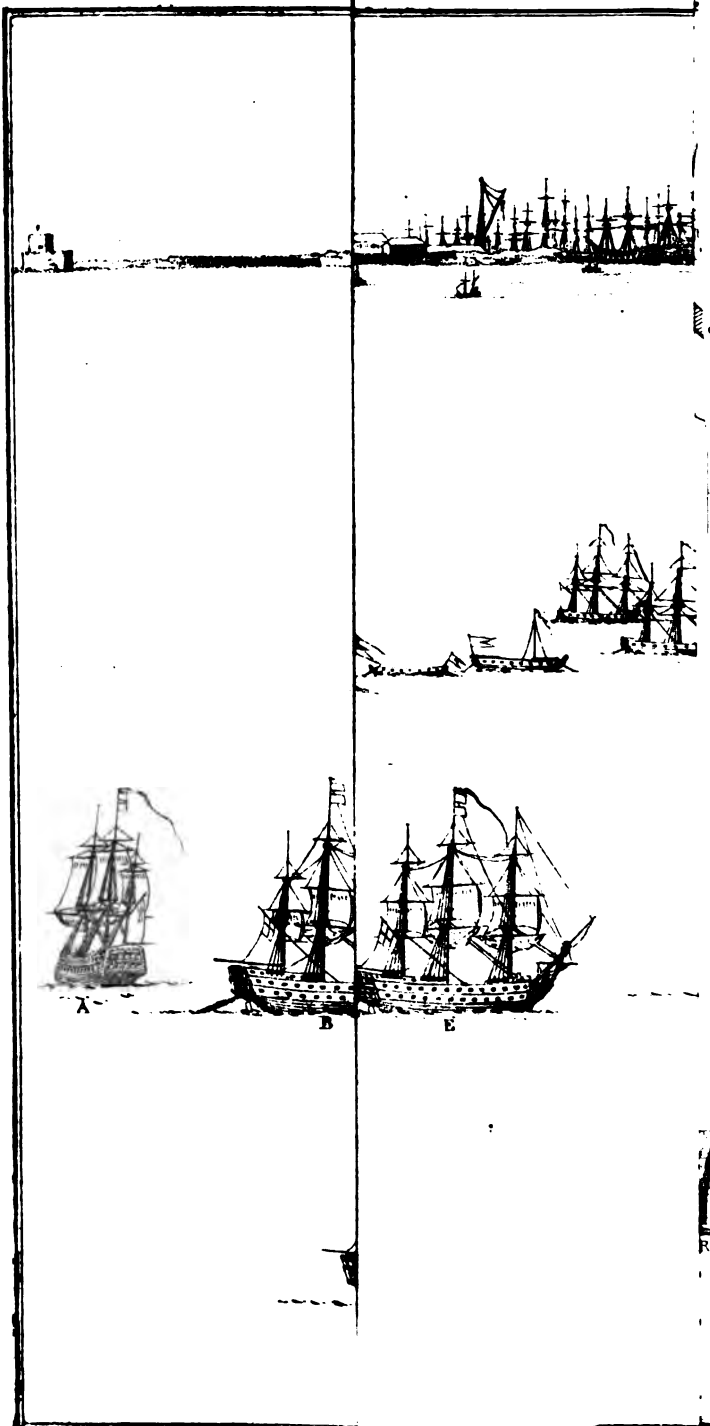

Drawn on Stone by T Dighton

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On their way into action, the Russel and the Bellona of seventy-four guns took the ground, and in such a position as to render their assistance nearly ineffectual to the fleet, lying at the same time exposed to the fire of the Crown batteries; the Agamemnon of sixty-four guns also took the ground, but was entirely out of gun-shot. A little before ten o'clock in the morning of the 2d of April, the action began. The Danes had the honour and safety of their Prince, their capital city, their wives and families, at stake. The whole population of Copenhagen, and perhaps of the island of Zealand on which it stands, were witnesses to the heart-rending scene; the fruits of a bad policy on the part of their government. Denmark of all the European powers is certainly that which, from ties of blood and political considerations, we should be the most averse to offend; and this appears to have been the first instance, for a very long period, of blood being drawn between the two nations.

The conflict was one of the most determined and sanguinary that had ever been fought; it lasted four hours, and ended with the total capture and destruction of the enemy's line of defence. The Danish bombs and smaller vessels made their escape. The unfortunate accident which happened to the Bellona and Russel prevented those ships occupying the stations which Nelson had assigned to them; in consequence of which his line was not so extensive as it would have been; and those

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ships, though much exposed to the fire of the Crown batteries, were not in a situation to render that support which their gallant captains would have wished; their places were, in some measure, occupied by the frigates; and the Amazon, Blanche, and Desirée, received very severe damage from being opposed to a greater force than they were calculated to contend with. Our sloops and smaller vessels went in and attacked the vessels lying at the harbour's mouth, and did great execution, with proportionable loss; the bomb-vessels stationed outside of the Elephant threw shells with great effect into the city of Copenhagen and the Crown batteries.

About two o'clock, Nelson, to whose conduct no pen can do justice, perceiving the fire of the enemy to slacken, and that the floating-batteries and block-ships had all surrendered, though the Crown batteries still kept up their fire, seized the fortunate moment; and while the work of death was going on around him, sat down in his cabin and wrote the following letter to the Crown Prince, which he sent to his Royal Highness by an officer, with a flag of truce.

Lord Nelson has directions to spare Denmark when no longer resisting; but if the firing is continued on the part of Denmark, Lord Nelson must be obliged to set fire to all the floating batteries he has taken, without having it in his power to save the brave Danes who have defended them.

When he had finished his letter, an aid-de-camp presented him with a wafer. "No," said the

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hero, "they will think we are afraid; let us have a candle, and seal it with wax."

The letter was accordingly sealed and despatched. The Prince Royal sent off Adjutant-general Lindholm to know the object of the British Admiral in sending the flag of truce: to which Nelson replied, that his object was humanity; and he, therefore, consented that hostilities should cease, that the wounded Danes might be taken on shore, and that he should burn or carry off the vessels he had taken as he should think fit. He added, with his humble duty to the Prince Royal of Denmark, that he should consider this the greatest victory he had ever gained, if it might be the means of a happy reconciliation between his most gracious Sovereign and his Majesty the King of Denmark.

The Danish government having agreed to the suspension of arms, the firing ceased on both sides, and Nelson went on shore for the purpose of opening a negotiation. On his landing he was received with the loudest acclamations, and the most flattering testimonials of esteem, from all ranks of the people, who thronged around to get a view of the hero of the Nile. The Prince Royal shewed him all the respect due to so distinguished a character.

While the Danes gazed with wonder on the British Admiral, the boats of his fleet were busily employed removing their wounded countrymen from the burning block-ships, and warping our squadron out of the scene of action.

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Hostilities having entirely ceased between the two powers of Denmark and Britain, by which one member of the northern confederacy was detached from the cause, an armistice was concluded on the 9th, wherein it was agreed, that Denmark should not disarm, but retain her warlike position with respect to her ships and forces; but that the treaty of armed neutrality should be suspended as long as the armistice should remain in force, and the British fleet was to abstain from all hostility towards the subjects of the King of Denmark.

We now give the official correspondence, and the returns of killed and wounded.

LONDON GAZETTE EXTRAORDINARY.

Extract of a letter from Vice-admiral Lord Viscount Nelson, to Admiral Sir Hyde Parker.

Elephant, off Copenhagen, April 3, 1801.

Sir,

In obedience to your directions to report the proceedings of the squadron named in the margin,* which you did me the honour to place under my command; I beg leave to inform you, that having, by the assistance of that able officer, Captain Riou, and the unremitting exertions of Captain Brisbane, and the masters of the Amazon and Cruiser, in particular, buoyed the channel of the Outer Deep, and the position of the Middle Ground, the squadron passed in safety, and anchored off Draco, the evening of the 1st; and that yesterday morning I made the signal for the squadron to weigh, and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, mounting from twenty-six twenty-four pounders to eighteen eighteen pounders, and one bomb ship, besides schooner gun-vessels.

* See list annexed.

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These were supported by the Crown Islands, mounting eighty-eight cannon, and four sail of the line moored in the harbour's mouth, and some batteries on the island of Amak.

The bomb-ship and schooner gun-vessels made their escape; the other seventeen sail are sunk, burnt, or taken, being the whole of the Danish line to the southward of the Crown Islands, after a battle of four hours.

From the very intricate navigation, the Bellona and Russel unfortunately grounded, but although not in the situation assigned them, yet so placed as to be of great service. The Agamemnon could not weather the shoal of the middle, and was obliged to anchor; but not the smallest blame can be attached to Captain Fancourt; it was an event to which all the ships were liable. These accidents prevented the extension of our line by the three ships before mentioned, who would, I am confident, have silenced the Crown Islands, the two outer ships in the harbour's mouth, and prevented the heavy loss in the Defiance and Monarch, and which unhappily threw the gallant and good Captain Riou (to whom I had given the command of the frigates and sloops named in the margin,* to assist in the attack of the ships in the harbour's mouth) under a very heavy fire; the consequence has been the death of Captain Riou, and many brave officers and men in the frigates and sloops.

The bombs were directed and took their stations abreast the Elephant, and threw some shells into the arsenal.

Captain Rose, who volunteered his services to direct the gun-brigs, did every thing that was possible to get them forward, but the current was too strong for them to be of service during the action; but not the less merit is due to Captain Rose, and, I believe, all the officers and crews of the gun-brigs, for their exertions.

The boats of those ships of the fleet, who were not ordered on the attack, afforded us every assistance; and the officers and men who were in them, merit my warmest approbation.

The Desirée took her station in raking the southernmost Danish ship of the line, and performed the greatest service.

The action began at five minutes past ten. The van was led by Captain George Murray of the Edgar, who set a noble example of intrepidity, which was as well followed up by every captain, officer, and man in the squadron.

* Blanche, Alcmene, Arrow, Zephyr, and Otter.

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It is my duty to state to you, the high and distinguished merit and gallantry of Rear-admiral Graves.

To Captain Foley, who permitted me the honour of hoisting my flag in the Elephant, I feel under the greatest obligation; his advice was necessary on many and important occasions during the battle.

I beg leave to express how much I feel indebted to every captain, officer, and man, for their zeal and distinguished bravery on this occasion. The Honourable Colonel Stewart did me the favour to be on board the Elephant, and himself, with every officer and soldier under his orders, shared with pleasure the toils and dangers of the day.

The loss in battle has naturally been very heavy. Amongst many brave officers and men who were killed, I have, with sorrow, to place the name of Captain Mosse, of the Monarch, who has left a wife and six children to lament his loss; and among the wounded, that of Captain Sir Thomas B. Thompson, of the Bellona.

I have the honour to be, &c. &c.

NELSON AND BRONTE.

VICTORY OFF COPENHAGEN.

Ships.	*Commanders.*	*Guns.*	*Men.*	*Killed.*	*Wounded.*
Elephant	Capt. Thomas Foley	74	590	8	11
Defiance	Rear-adm. T. Graves. Capt. R. Retalick	74	590	22	47
Monarch	—— Robert Mosse	74	590	55	155
Bellona	—— Sir T. B. Thompson	74	590	11	63
Edgar	—— G. Murray	74	590	29	104
Russel	—— W. Cumming	74	590	0	6
Ganges	—— J. F. Freemantle	74	590	5	1
Glatton	—— W. Bligh	56	350	17	34
Isis	—— James Walker	50	350	28	84
Agamemnon	—— R. D. Fancourt	64	491	—	—
Polyphemus	—— John Lawford	64	491	5	24
Ardent	—— Thomas Bertie	64	491	29	64
Amazon	—— Edward Riou	38	284	11	21
Desirée	—— H. Inman	36	204	—	3
Blanche	—— G. E. Hamond	32	254	7	9
Alcmene	—— Samuel Sutton	32	254	5	14

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Sloops.

Ships.	Commanders.	Guns.	Men.	Killed.	Wounded
Dart	Capt. J. F. Devonshire	18	121	2	1
Arrow	—— T. C. Brodie	18	121	—	—
Cruizer	—— James Brisbane	18	121	—	—
Harpy	—— W. Birchall	18	121	—	—

Fire-ships.

Ships.	Commanders.
Zephyr	Capt. Clotworthy Upton
Otter	—— George M'Kinley

Bomb-vessels.

Discovery	Capt. John Conn
Sulphur	—— H. Whitter
Hecla	—— Thomas Hand
Explosion	—— John Henry Martin
Zebra	—— George Ralph Collier
Terror	—— Samuel Campbell Rowley
Volcano	—— Joseph Brodie

One singularity attending this celebrated action, seems to have escaped the public notice; we mean the denial of any mark of royal approbation to Nelson and his captains. Rear-admiral Graves was created a knight of the bath; the first lieutenants of the ships of the line in action, promoted to the rank of commanders; and the usual thanks of parliament voted; but no medals were given, or other honours conferred. We account for the omission by supposing that his Majesty, nearly allied by ties of blood to the crown of

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Denmark, wished to bury the unhappy quarrel in oblivion; but Nelson, to the hour of his death, complained of the injustice done to his captains of Copenhagen.

The effects of this victory were incalculable: as soon as it was known in Sweden, that power withdrew from the confederacy, glad to save itself from the impending chastisement of the fleet under the command of Sir Hyde Parker, who was waiting in the offing, in sight of Copenhagen, the result of Nelson's efforts before that place. On the conclusion of the armistice, which it was confidently anticipated would end in a peace, the British fleet was admitted to the ports of Zealand, and received every refreshment and supply of which they stood in need. The loss of men and damage sustained by Nelson's division was so great, as to render the return of some of the ships to England absolutely necessary. The number of killed and wounded amounted on our side to nearly one thousand men; nor is it any consolation to say, that that of the Danes was almost double; such was the cool aim and destructive effects of the fire on both sides. Seventeen sail of ships and block vessels were taken; only one of them (the Holstein, of sixty-four guns) was fit for service; all the rest were consequently destroyed.

Sir Hyde Parker, after the termination of this affair, proceeded off Carlscrona in search of the Swedish fleet, supposed to be in that port; leaving Nelson with his division to repair his ships

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and follow him with all speed. Nelson neither knew nor cared about the repairing of ships; his business he thought was to lead them into action, and leave them to do their duty. As soon, therefore, as he discovered that Sir Hyde Parker had thoughts of farther hostility, he left the Elephant in an open boat, not taking with him even a cloak, so eager was he to share in the glories of another battle; and got on board the St. George during the ensuing night. Having with much difficulty and danger conducted his fleet over the shoals between the island of Amag and Saltholm, Sir Hyde Parker arrived off Carlscrona on the 19th of April, where he found the Swedish squadron lying under the protection of their batteries. He immediately sent a letter to the Swedish admiral, acquainting him with the result of the attack on Copenhagen, and desiring to know whether his excellency proposed adhering to, or abandoning, the cause embraced by the armed neutrality against the rights and interests of Great Britain.

The answer returned to this message was, that the King of Sweden would never abandon the cause in which he had embarked, or separate his interests from those of his allies, but that he was ready to listen to any proposals for the accommodation of the dispute. This letter was dated the 22d of April, and on the 23d another letter arrived from the Russian ambassador at Copenhagen, addressed to Sir Hyde Parker, announcing the death

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of the Emperor Paul, and containing proposals for a peace with the northern powers.

The unfortunate Paul, it appears, had ended his life on the night of the 22d of March, having been found dead in his water-closet, murdered, we fear, by his attendants, under circumstances of unexampled barbarity in modern history. His death caused an immediate change in the politics of the court of Russia. The young Emperor Alexander, a prince as mild and amiable as his father and predecessor had been ferocious and cruel, gave orders to recall all the unhappy exiles from their distant scenes of banishment; and those of our countrymen who had not fallen victims to the severity of a Russian winter, and its concomitant privations, were restored to their country; but much of the confiscated property remains to this day unaccounted for.

The letter which announced to the Admiral the great event that had taken place at St. Petersburg, was accompanied by a declaration of the new emperor, stating, in substance, that his Imperial Majesty was anxious to bring the differences in question to an amicable termination; but faithful to the engagements he had entered into with the courts of Berlin, Stockholm, and Copenhagen, he had signified his determination not to act but in conjunction with them, in whatever might concern the interests of his allies; and that his Imperial Majesty could not have expected that Great Britain would

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have undertaken a hostile attack upon Denmark, at the very time when its envoy at the court of Berlin was authorized to enter into conferences with the Russian minister residing there. The measures taken by his Imperial Majesty were only in consequence of a wish for peace; and his intentions would, by the attack on Copenhagen, have been completely frustrated, had he not been certain that the British fleet sailed from England before his Majesty's accession to the throne.

His Imperial Majesty, however, seems either to have forgotten, or never to have known, that hostilities were commenced by Denmark when the British fleet was fired on from Cronenberg Castle; and that Sir Hyde Parker would after this act have compromised the honour of his country, and the safety of his own fleet, had he given time for those of the confederacy to unite for its destruction.

The declaration farther stated, that the British Admiral was desired to cease from all farther hostilities, until he should hear from his own sovereign; otherwise, that the Admiral must be personally responsible for all the consequences that might ensue from the farther prosecution of the war.

On the receipt of this paper, Sir Hyde Parker gave orders to suspend hostilities towards the northern powers, and repaired with his fleet to Kioge-bay, where early in the month of May he resigned the command to Lord Nelson, and returned to England.

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Nelson, on taking the command, wrote a letter to the Swedish Admiral at Carlscrona, informing him, that as he (Nelson) was instructed by orders from home not to abstain from attacking the Swedish fleet should he fall in with it at sea, he should recommend the Admiral to keep his ships in port until final arrangements were agreed on between their respective governments. He then detached Captain George Murray in the Edgar of seventy-four guns, with six other ships of the line, off that port, and sent a squadron of frigates to cruise off Bornholm, while he proceeded with the remainder of his fleet to Revel, off which he anchored on the 14th of May: he sailed thence on the 17th, and wrote a letter to Admiral Cronstadt, the commander-in-chief of the Swedish fleet, to know whether he had received orders to abstain from hostilities towards the trade of England? Being answered in the affirmative, Nelson replied to him by a friendly and congratulatory letter, and on the 18th of June resigned the command of the fleet to Vice-admiral Sir Charles Pole, and returned to England, having previously written home requesting to be superseded.

Nelson, who plainly saw a termination of the northern war, had been obliged to adopt this step from ill health, and he took a kind farewell of his companions in arms by a general memorandum, issued from on board the St. George in Kioge-bay; in which, after enumerating their services, and thanking them for their support, he says he will

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"feel proud on some future day to go with them in pursuit of farther glory, and to assist in making the name of our King beloved and respected throughout the world." By the latter end of July the favourable appearance of the negotiations induced Sir Charles Pole to send home a great part of the fleet, and shortly after to return himself to England, and resume his station off Ushant.

In the mean time the embargo at home had been taken off from the ships and vessels of the northern powers; and those of Great Britain detained in the ports of Russia, and which had escaped the fury of the late emperor, were suffered to depart, and peace was restored between Great Britain and the northern powers.

Subsequent events have torn aside the veil, and shewn the real motives of the Ruler of France in fomenting this fatal quarrel. Regardless of the warning voice of Mr. Pitt, and his able colleagues, the powers of the north, in an evil hour, lent themselves to the great enemy of the liberties of mankind, and received in due time the reward of their infatuation: Prussia lost the best part of her dominions in the rich country of Silesia, the most fruitful of all her provinces, and the King became no more than the military prefect of his kingdom, holding even that under the good pleasure of Bonaparte.

Denmark, in the loss of her trade and colonies, and a fleet of as fine ships of the line as ever floated, with two bombardments, and the destruction

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of her capital, had sufficient reason to deplore her fatal connexion with France.

Sweden, long a prey to internal faction, at last made her peace by driving from her throne the successor of the great Gustavus, and substituting in his place a fortunate general of the school of Napoleon; and the Emperor Paul, after humbling himself and his empire to serve the purposes of the French government, lost the affections of his people, his crown, and his life, from the effects of mistaken policy.

On the failure of the confederacy, upon which Bonaparte had built all his hopes of the conquest of England, his plans were greatly disconcerted; he still, however, persevered in his real or pretended project of invasion; and had the efforts of the northern powers succeeded to his wishes, it is more than probable that he would have made the attempt. The profligate expenditure of human life was no obstacle to his ambition; desperate as the undertaking might appear to any calculating mind, Bonaparte well knew that in the event of success or defeat, his purpose would be answered—in the first, by the gratification of his hatred to Britain; in the second, the destruction of an army that might be troublesome to him, by setting up a rival in the person of General Moreau, a man possessing every military virtue without the political vices of the Chief Consul.

While he was preparing his legions to desolate

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the fair country, or find their graves in the soil of England, he held out the olive-branch, and offered terms of peace, which after a while were accepted; but not till he had paraded his flotilla before Boulogne, and made an ostentatious display of his contemptible naval armament, while "the *army of England*," consisting of one hundred thousand men, was encamped over the town on the heights of Ambleteuse. To make Boulogne a port of sufficient depth and capacity, had long been a favourite project with Bonaparte. France is remarkable, considering the extent of its sea-coast, for having very few good harbours: Toulon is the best—but even that is not extensive: Brest is the second in point of excellence; though we are informed by naval officers, who have been in it, that it is very ill calculated for the reception of large vessels; it is certain that some very serious accidents have happened in the outer road to the ships of war: Rochefort and L'Orient are shoal and narrow; and from Ushant to Dunkirk there is not a port of safety for a vessel of more than four hundred tons, if we except the harbour of Cherbourg, which has been made by the industry of man, at an enormous expense, and is not thought to answer the purpose for which it was intended.

Bonaparte, whose acuteness and observation nothing escaped, resolved to supply this defect of nature. His whole attention for a time appears to have been turned to the attainment and perfection

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of this great object. Thousands of his soldiers were employed in widening and deepening the port of Boulogne: a new basin was formed, piers constructed, and a strong battery raised on piles, forming an island at high water, was built on the sands, about half a mile from the mouth of the harbour. The gun-brigs, praams, and horse-boats, intended for the conveyance and convoy of the army, were all assembled in and before the harbour's mouth; and such appeared to be the state of preparations, that it excited the alarm and attracted the attention of the British government. The Earl of St. Vincent was then at the head of the admiralty, and Nelson had just returned from his command in the Baltic. The hero was therefore again called into action, but with a much smaller force than his vast genius had been accustomed to wield: his name however satisfied the public mind, and calmed all its fears. A squadron of frigates, with gun-brigs and fire-vessels, was assembled in the Downs, and Nelson took the chief command, hoisting his flag on board the Medusa frigate of thirty-two guns, commanded by Captain John Gore. The orders to the Chief were concise—"Sink, burn, and destroy;" and St. Vincent dismissed him with a friendly verbal hint, "to send them to the devil in his own way." The flotilla which was to be the object of the attack was moored in a crescent in front of the harbour, and under cover of the batteries, within the reach of grape and musketry; their num-

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bers were from eighty to a hundred sail, consisting mostly of brigs and schooners, with heavy artillery and full of soldiers.

The force placed at the disposal of Nelson was not equal, nor intended to attack the whole line, but the weathermost part only, by burning some, and setting them adrift with the tide upon the others. The destruction of the flotilla was attempted with the boats of the ships of war, well manned and armed. The squadron sailed from the Downs about the 1st of August, and at half past eleven at night put off from the Medusa. At one o'clock, A. M. the attack began. The boats went in four divisions, intending to support each other, but they were separated owing to the darkness of the night, and the natural though unforeseen effect of tide and half-tide; in consequence of which Captain Parker's division found itself entirely unsupported; though, as Nelson observed in his public letter, without the smallest blame attaching to any person in the other divisions. All the boats boarded, and made various impressions in different parts of the line where they happened to fall in; the fourth division did not get into action till day-light. Many of the vessels were taken possession of, but they were aground and chained to each other; and while they were bravely defended by the troops on board of them, those on shore poured in a destructive fire, regardless of the safety of their countrymen,—thus exposed to their friends in the rear and their ene-

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mies in front. It was impossible to remain on board long enough to burn them, but, says Nelson in his public letter to the board of admiralty, "allow me to say, who have seen much service, that more determined bravery I never witnessed." Captain Parker, a youth of about twenty-one years of age, was mortally wounded, and died a few days after at Deal Hospital. The Captains Somerville, Jones, Cotgrave, and Conn, who respectively commanded in the boats, received the praises of their Admiral. About twenty prisoners were brought away; and this little effort, though not crowned with success, convinced the French as well as the English nation, that unless protected by a fleet of ships of the line, the flotilla dared not venture out of the reach of their own batteries. This was the last action in the British seas previous to the peace of Amiens, the preliminaries of which were soon after signed; and the British government, more in compliance with the wishes of the nation than a conviction of its necessity, was about to make the experiment whether she could remain at peace with that of France, headed by the chief consul, Napoleon Bonaparte.

In the month of January, 1801, Captain Samuel Hood Linzie, in the Oiseau, fell in with a French frigate, which he chased; and on the following day being joined by the Sirius, Captain King, and the Amethyst, Captain Cook, they succeeded in taking her, when within about two miles of Cape Belum, on the coast of Portugal: she was called

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La Dedaigneuse, had thirty-six guns, twelve-pounders, three hundred men, and was quite new.

On the sailing of Admiral Gantheaume from Brest, Admiral Cornwallis, the commander-in-chief, despatched Sir Robert Calder to the West Indies in search of him. That officer, after running down all the islands from Barbadoes to Cuba, returned to his station through the gulf of Florida, and rejoined the Admiral off Brest.

There is generally an unpleasant and impatient feeling among seamen on the signing of the preliminary treaty of peace. To be released from the confinement of a ship of war, and to be at liberty to engage with the merchants in what they call the best employment, are desires natural enough; and sufficient allowance is rarely made for the ebullition of temper displayed by them, when after a cessation of hostilities the ships are ordered abroad on a war establishment.

The suspicions entertained by the British government of the sincerity of the Chief Consul, the distracted state of St. Domingo, and his determination to reconquer that colony, as soon as peace in Europe would allow of a sufficient force being sent out, placed the court of Great Britain in a very singular situation, and compelled it to adopt the ruinous measure of an armed neutrality, until the definitive treaty should be signed, and the return of the French fleet from the West Indies have dispelled all fears for the safety of Jamaica. It has been observed, that a strong force was sent

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out for the protection of that island: the ships of the Channel fleet had been very judiciously divided into three or four squadrons; one of which remained off Ushant, another went to Torbay, and a third to Bantry-bay, under Rear-admiral Campbell, to whom orders were sent to go to Barbadoes. Some imprudent conversation among the officers speedily reached the ears of the ship's company; the former had been heard to say, "that they would not serve in the West Indies in time of peace;" and the latter, conceiving they had at least as good a right to make their election, roundly declared, when the signal was made for sailing, that *they would not go*. This spirit of mutiny was principally confined to the Temeraire, the flag-ship of Admiral Campbell, who with his officers immediately restored order; and having secured the ringleaders, proceeded with his squadron to Spithead to have them tried for the offence.

Sixteen of the finest seamen we ever saw were put upon their trial, and a more affecting scene of the kind we never witnessed: their noble, honest, and dauntless features, impressed every spectator with a deep interest in their behalf; the facts were however too clearly proved, and their violence too great to pass unpunished, at a time when the enemy, by breaking off the negotiation, might have taken advantage of our weakness to strike a fatal blow. These considerations rendered example necessary, and six of those unfortunate men were executed on board the ships at Spithead,

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while the squadron of Admiral Campbell dropped down to St. Helen's, and immediately sailed for Barbadoes.

On the trial an incident happened not unworthy of notice. The Vice-admiral presiding at the court-martial was informed, that a person was in court taking notes. The young man, on being desired, advanced with great modesty and diffidence, said that he was a reporter for one of the London papers, and knew not that he was transgressing the rules of the court, at the same time presenting very respectfully the memorandum-book, which was snatched from his hand, torn, and thrown under the table by the president; who observed, that the public ought not to be in possession of the facts until sentence was passed! The alleged motive for this proceeding was to guard the public mind from prejudice against the prisoners. In civil cases for high crimes we know that such is the practice, and the same reason assigned; but from our knowledge of the constitution of naval courts-martial, we will venture to assert, that the prisoners were much more likely to derive benefit from the publicity of the facts than otherwise. Naval officers are generally on the side of mercy towards the seamen, and their friends on shore *always*: it is therefore most probable that the publication, if it had produced any effect, would have been favourable to the prisoners.

The peace of Amiens, though short, was productive of great benefit to the naval service,

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and consequently to the country. The seamen, being eight or nine years crowded together in the same ship, with very little relief from the severe duties of their profession, it became necessary to allow them to return to their friends, and renew their former ties of affection. In behalf of these brave and hardy men, the most deserving of all the lower orders, we beg leave to offer a suggestion, which on some future occasion may be useful to them and the nation; we mean, that on a prospect or certainty of peace, discharges should take place from the fleet, according to seniority of servitude and good conduct, whether impressed or volunteers. We have already related the injustice done to the seamen who entered at the beginning of the war, by the enormous quota bounty; it were equally unjust to discharge the man who came in 1797 at the same moment with him who came in 1793. Certificates of long and faithful servitude we know are generally attended to by our merchants and ship-owners, and by such an equitable arrangement the best men and the oldest servants of the state would be the first provided for.

The Earl of St. Vincent, when at the head of the Admiralty, on every occasion espoused the cause of the seamen, whom he found in a state of disorganization on his coming into that office; indeed he had had sufficient experience of their dispositions while in the command of the Mediterranean and Channel fleets. Desertion, mutiny, and relaxation,

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had destroyed the energies of the navy; and he began to check the evil by keeping the officers much more closely confined to their ships than had been the custom: he saw that without this precaution, it would be vain to expect a cheerful obedience from the men; and this measure, which he followed up with rigid perseverance, and which produced the most salutary effects, drew on him the severest censures, as he has often said himself, from those who owed every thing to his kindness.

We may be supposed partial: we own it, but ever open to conviction, we assert that his Lordship, without the contemptible vice of courting popularity, was as popular with the seamen as any commander-in-chief in the Channel, or first lord of the admiralty on record; while he restored discipline he abated the severity of punishment, and contributed by his exertion, as we shall have occasion to shew, to the increase of their comforts, and the general improvement of the navy.

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Dimensions of some of the most approved Ships in his Majesty's Navy.

Ships' Names.	Guns.	When built.	Tonnage.	Length of keel for tonnage.		Breadth extreme.		Length of the gun-deck.		Height between decks.		Depth of hold.		Number of ports for guns on gun-deck.	Draught of water.				Quantity water a tonnage.	Height of lower deck ports.		With 6 months' provisions.
				ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.		Afore		Abaft		Tons	ft.	in.	
Queen Charlotte	100	1810	——	156	1¾	52	6	190	0½	7	1½	22	9	30	24	10	25	7	380	5	2	
Royal George (broken up)	100	1788	2286	156	2⅛	52	5½	190	0	7	1½	22	4	30	24	11	26	0	350	5	4	
Leviathan (large class)	74	1790	1707	140	4	47	10	172	3	7	1	20	9	28	22	1	23	5	212	4	10	
Valiant (do.)	74	1807	1718	142	9⅛	47	6½	174	0	7	0	20	0	28	21	10	23	2	200	4	8	
Old Royal George (sunk at Spithead in 1782)	100	1756	2041	143	5½	51	9½	178	0	7	1½	21	6	30	Returns do not go so far back.							
Royal William	100	1719	1918	142	7	50	3½	175	4	7	0	20	1	28								
Brunswick (large class)	74	1790	1836	145	8	48	9	176	2½	7	0	19	6	28	21	9	22	5	226	6	0	6 months
Egyptienne (frigate)	38	not known	1430	141	5⅞	43	7	170	2	6	10	15	6	30	20	2½	20	2½	160	8	2	6 months
Diamond (do.)	46	1816	1076	125	1½	40	2½	150	0½	6	5	12	9	28	No Returns.							
Spartan (do.)	46	1806	1084	129	6½	39	8	154	2	6	5	13	6	28	18	3	19	4	140	7	9	
Amaranthe (brig)	18	1804	386	77	2½	30	8	100	0	——		12	9	18	11	6	14	9	32	not stated.		
															best sailing drght.							
San Josef	100	not known	2457	156	11¼	54	3	194	3	7	2	24	3½	30	25	9	27	0	489	5	10	
Tonnant	80	ditto	2281	160	0	51	9¼	194	2	7	2	23	3	30	23	0	24	1	375	6	9	
Caledonia	120	1808	2616	170	9⅛	53	8	205	0	7	1	23	2	32	24	8½	26	1	421	5	6	
Hibernia	120	1804	2508	167	4⅛	53	1	201	2	7	2	22	4	32	26	2	26	5	412	4	3	
Trusty (an old 50)	50	1782	1088	124	0	40	7	150	5½	6	9½	17	9¾	—	19	1	20	1	148	5	1	
Leander (a new one)	60	1813	1572	145	1¼	45	1½	174	0	6	9	14	4	30	18	10	20	0	250	7	6	
Winchester (round stern)	60	1822	1487	145	7	43	10	173	1	6	8	14	6	30	No Returns.							
Centaur	74	1797	1842	144	3	49	0	176	0	6	10½	20	0	28	24	0½	25	1	260	4	6	6 months
Renown	74	1798	1899	150	0	48	9½	182	0	7	2	21	7	30	23	0	24	0	264	5	5	
Endymion	40	1797	1277	132	3	42	7	159	3½	6	7½	12	4	26	18	4	19	6	117	6	2	
Prince Regent (round stern)	120	——	2602	170	11	53	6	205	5½	7	1	23	2	32	No Returns.							
Revenge (do.)	78	1805	1926	150	2½	49	2	182	6	7	2	20	9	30	22	5	24	8	275	4	9	6 months
Havannah (do.)	42	1811	941	121	9⅓	38	3¼	145	0½	6	4	13	3¾	26 upper deck	17	6	19	6	125	8	2	
Nelson	120	1816	2601	170	10½	53	8	205	0	——		24	0	32	2 68lb. carronades in the foremost port							
Cæsar (broke up)	84	1793	2003	148	1	50	5	181	0	——		22	11	30	but one, lower decks of eighty gun ships.							

All Ships of the line are 6 feet high under the beam on the lower deck.

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			ries.
April 1, 1782	Hon. A. Keppel	SirR.Harlar	as, Esq. n, Esq.
July 18, 1782	Ditto	Ditto	itto
Jan. 30, 1783	Visct. Howe . .	Adm. H. P	itto
April 10, 1783	Visct. Keppel .	Ditto	itto
Dec. 31, 1783	Visct. Howe . .	C. Brett, E	ans, Esq.
1784	Ditto . . .	Ditto	on, Esq.
1785	Ditto . . .	Ditto	itto
1786	Ditto . . .	Ditto	itto
1787	Ditto . . .	Ditto	itto
1788	Ditto . . .	Ditto	itto
1789	Earl of Chatham	R. Hopkins	itto
1790	Ditto . . .	Ditto	itto
1791	Ditto . . .	Ditto	itto
1792	Ditto . . .	Lord Arden	itto
1793	Ditto . . .	Ditto	itto
1794	Ditto . . .	Ditto	itto
1795	Ditto . . .	Ditto	an, Esq.
	Earl Spencer .	Ditto	raden, Esq.
			itto
1796	Ditto . . .	Ditto	itto
1797	Ditto . . .	Ditto	itto
1798	Ditto . . .	Ditto	itto
1799	Ditto . . .	Ditto	itto
1800	Ditto . . .	Ditto	itto
1801	Ditto (Part) .	Ditto	itto
	Earl St. Vincent	Sir Ph. Ste	aden, Esq.
18 2	Ditto . . .	Ditto	er, Esq.
1803	Ditto . . .	Ditto	
1804	Ditto . . .	Ditto	raden, Esq.
1805	Lord Melville .	Ditto	w, Esq.
			raden, Esq.
1806	Lord Barham .	Ditto	er, Esq.
	Rt.Hon.Ld.Grey	Ditto	itto
Sept. 29, 1806	Hon.T. Grenville	Ditto	itto
Oct. 23, 1806	Ditto . . .	R.A.J. Mar	itto
April 6, 1807	Lord Mulgrave .	J. Gambier,	esley Pole,
1808	Ditto . . .	Sir R. Bick	raden, Esq.
1809	Ditto . . .	Ditto	roker, Esq.
	Ditto . . .	Ditto	w, Esq.
	Rt.Hon. C.Yorke	Ditto	itto
1810	Ditto . . .	Ditto	itto
1811	Ditto . . .	Ditto	itto
1812	Lord Melville .	W. Dometti	itto
	Ditto . . .	Ditto	itto
1813	Ditto . . .	Ditto	itto
	Ditto . . .	Sir J. S. Yo	itto
1814	Ditto . . .	Ditto	itto
1815	Ditto . . .	Ditto	itto
1816	Ditto . . .	Ditto	itto
1817	Ditto . . .	Ditto	itto
1818	Ditto . . .	Sir G. Warr	itto
1819	Ditto . . .	Ditto	itto
1820	Ditto . . .	Sir W. J. H	itto
1821	Ditto . . .	Ditto	itto
1822	Ditto . . .	Ditto	
	Ditto . . .	Ditto	

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Supplies voted by Parliament for the Naval Service, from the Year 1784 to the Year 1808.			
Year.	Seamen.	Marines.	Supply for the Year.
1784	21,505	4,495	3,153,869
1785	14,380	2,620	2,551,307
1786	14,380	3,620	2,436,326
1787	14,140	3,860	2,286,000
1788	14,380	3,620	2,411,407
1789	16,140	3,860	2,328,570
1790	36,140	3,860	2,457,432
1791	19,200	4,800	4,033,684
1792	11,575	4,425	1,985,482
1793	40,000	5,000	3,971,915
1794	72,885	12,115	5,525,331
1795	85,000	15,000	6,315,523
1796	92,000	18,000	7,613,552
1797	100,000	20,000	13,033,673
1798	100,000	20,000	13,449,388
1799	100,000	20,000	13,654,013
1800	100,000	20,000	13,774,079
1801	100,000	20,000	12,422,037
1802	26,000	22,000	11,833,570
1803	77,600	22,400	10,211,378
1804	78,000	22,000	12,350,606
1805	90,000	30,000	
1806	91,600	29,000	
1807	98,000	31,400	
1808	116,000	14,000	11,929,000

According to the accurate Steele, whose monthly publication, ever since we can remember, was a regular and authentic journal of naval captures and losses, the destruction of the enemy's marine in the war of the revolution must have been enormous: from his list, corrected up to the end of the year 1800, we make the following extract, which we believe to be as nearly correct as possible :—

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	Line		Fifties		Frigates		Sloops		Total	
	Ships	Guns	Ships	Guns	Ships	Guns	Ships	Guns	Ships	Guns
French - - - -	45	3582	2	102	130	4136	143	1666	320	9486
Dutch - - - -	25	1598	1	50	31	1054	32	346	89	3048
Spanish - - - -	8	684	—	—	18	616	49	406	75	1706
Total - - - - -	78	5864	3	152	179	5806	224	2418	484	14,240
British - - - -	3	222	1	50	11	300	34	438	49	1010
Difference in favour of Gt.-Brit.	75	5642	2	102	168	5506	190	1980	435	13,230

In addition to these, we took or destroyed seven hundred and forty-three French privateers, seventy-six Spanish, and sixteen Dutch; in all eight hundred and thirty-five. France lost by casualties of weather, ten sail of the line and nine frigates; and Great Britain, in the same period and by the same means, eighteen sail of the line, two fifties, thirty-six frigates, and forty-eight sloops; being more than the whole navy of Denmark.

In the preface to this work a pledge is given that the second volume should conclude with the peace of Amiens; this will be found not strictly adhered to, from a greater pressure of important matter in the Mediterranean during the last two years of the war. That portion of the history will, therefore, occupy the first part of the third volume, and will shortly be published.

Since the first volume went to press, we have seen the works of Mr. O'Meara and Las Cases; without venturing an opinion on either of them, we must beg leave to say, that in speaking of the treatment of the late Emperor of France, (vol. i. p. 3.) we only referred to the period of his being under the custody of Sir George Cockburn and Sir Pulteney Malcolm.

END OF VOL. II.

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ERRATA.

Page 36, line 24, for edges, read hedges.
—— 46, —— 24, — five, read forty-five.
—— 70, —— 25, — Crelotte, read Culottes.
—— 130, —— 15, — Charles III. read IV.
—— 163, —— 29, — Settlement, read Settlements.
—— 199, —— 10, — two pounds, read one pound.
—— 246, —— 16, after happened, dele that.
—— 259, —— 3, for Cisalpine, read Helvetic.
—— 329, —— 6, — Captain, read Lieutenant, R. C.
—— 345, —— 22, — Cindadella, read Ciudadella.
—— 417 to 424, dates for 1798 read 1799.
—— 425, for 1798 read 1800.
—— 458 to 480, for 1800 read 1799.
—— 474, line 18, after Salerno, dele dell Mare.
—— 476, line 8, for Mozorado, read Mazarado.

N. B. In vol. 1. Fort Mulgrave, in the Map of Toulon, should have been placed on the Point near Fort Eguillette, on the south side of the anchorage, between the Great and Little Roads: the reader will please to apply the same correction to the text; and in the same volume, page 197, line 5, for tower, read *town*.

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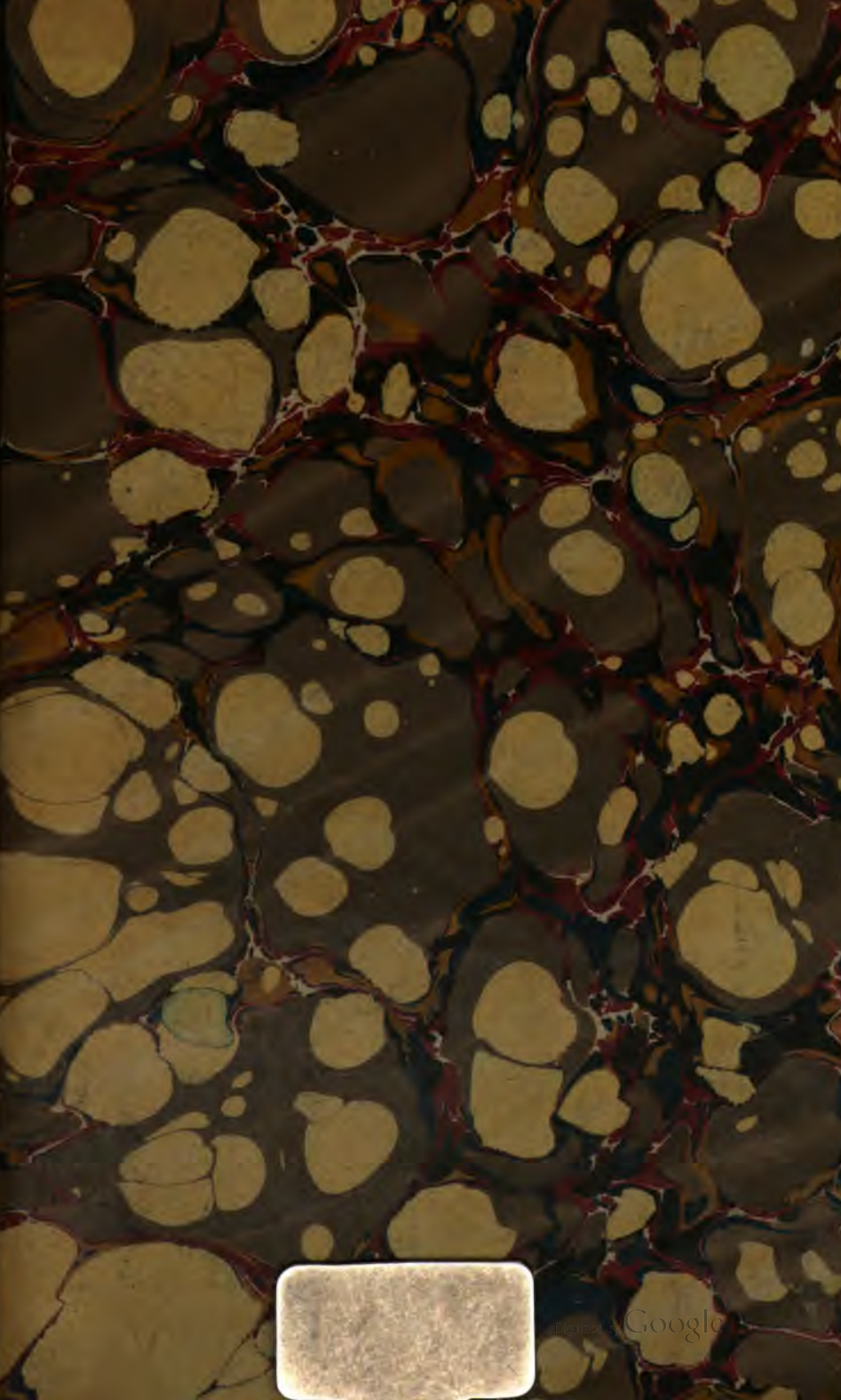
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